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SUB-COMMITTEE ON STANDARDS OF  
TRAINING AND WATCHKEEPING  
31st session  
Agenda item 17

STW 31/17  
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## REPORT TO THE MARITIME SAFETY COMMITTEE

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## **1 GENERAL**

1.1 The Sub-Committee on Standards of Training and Watchkeeping held its thirty-first session from 10 to 14 January 2000 at the Headquarters of the Organization under the chairmanship of Mr. C. Young (United States). The Vice-Chairman Mr. K.H.K. Rangan (Singapore) was also present.

1.2 The session was attended by representatives from the following countries:

ALGERIA	IRELAND
ANGOLA	ISRAEL
ANTIGUA AND BARBUDA	ITALY
ARGENTINA	JAMAICA
AUSTRALIA	JAPAN
AUSTRIA	LIBERIA
AZERBAIJAN	LUXEMBOURG
BAHAMAS	MALAYSIA
BANGLADESH	MALTA
BELGIUM	MARSHALL ISLANDS
BRAZIL	MEXICO
BULGARIA	MOROCCO
CANADA	NETHERLANDS
CHILE	NORWAY
CHINA	PANAMA
COLOMBIA	PERU
CROATIA	PHILIPPINES
CUBA	POLAND
CYPRUS	PORTUGAL
DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA	REPUBLIC OF KOREA
DENMARK	ROMANIA
DOMINICA	RUSSIAN FEDERATION
ECUADOR	SINGAPORE
EGYPT	SOUTH AFRICA
ESTONIA	SPAIN
FINLAND	SRI LANKA
FRANCE	SWEDEN
GERMANY	THAILAND
GHANA	TURKEY
GREECE	UKRAINE
HONDURAS	UNITED KINGDOM
ICELAND	UNITED STATES
INDONESIA	VANUATU
IRAN (ISLAMIC REPUBLIC OF)	VENEZUELA

and the following Associate Member of IMO:

HONG KONG, CHINA

1.3 The following specialized agencies and intergovernmental and non-governmental organizations were also represented:

FOOD AND AGRICULTURE ORGANIZATION (FAO)  
 INTERNATIONAL LABOUR OFFICE (ILO)  
 EUROPEAN COMMISSION (EC)  
 LEAGUE OF ARAB STATES  
 INTERNATIONAL MOBILE SATELLITE ORGANIZATION (IMSO)  
 INTERNATIONAL CHAMBER OF SHIPPING (ICS)  
 INTERNATIONAL SHIPPING FEDERATION (ISF)  
 INTERNATIONAL UNION OF MARINE INSURANCE (IUMI)  
 INTERNATIONAL CONFEDERATION OF FREE TRADE UNIONS (ICFTU)  
 INTERNATIONAL ASSOCIATION OF MARINE AIDS TO NAVIGATION AND  
 LIGHTHOUSE AUTHORITIES (IALA)  
 THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)  
 INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES (IACS)  
 OIL COMPANIES INTERNATIONAL MARINE FORUM (OCIMF)  
 INTERNATIONAL MARITIME PILOTS' ASSOCIATION (IMPA)  
 INTERNATIONAL ASSOCIATION OF INSTITUTES OF NAVIGATION (IAIN)  
 INTERNATIONAL FEDERATION OF SHIPMASTERS' ASSOCIATIONS (IFSMA)  
 INTERNATIONAL ASSOCIATION OF INDEPENDENT TANKER OWNERS  
 (INTERTANKO)  
 SOCIETY OF INTERNATIONAL GAS TANKERS AND TERMINAL OPERATORS  
 (SIGTTO)  
 INTERNATIONAL COUNCIL OF CRUISE LINES (ICCL)  
 INTERNATIONAL ASSOCIATION OF DRY CARGO SHIPOWNERS (INTERCARGO)  
 INTERNATIONAL MARINE CONTRACTORS ASSOCIATION (IMCA)  
 INTERNATIONAL SHIP MANAGERS' ASSOCIATION (ISMA)

1.4 In welcoming the participants, the Secretary-General referred to the communication of information process drawing attention to the concerns which had been expressed at A 21 about the slow pace of progress being made with the evaluation of information communicated by Parties. The Secretary-General observed that one significant cause for the process taking longer than anticipated was that a large number of panels have felt it necessary to seek clarifications, in some instances more than once, from Parties before reaching their decision. And, given the extent of the revisions to the Convention, which had introduced some major new provisions, the schedule set by the 1995 STCW Conference might have been unrealistic for some Parties.

The Secretary-General noted that the panels of competent persons had taken their important role seriously and had, almost without exception, done a very good job. They had appreciated the importance of the work and the significance of the Organization's first foray into the monitoring of implementation of Conventions by Member Governments and the relatively high number of requests for clarifications was an indication of the thoroughness of the scrutiny being carried out. In thanking all competent persons especially panel chairmen for their work so far the Secretary-General appealed to all those involved, including Governments, which still had to complete their work, to respond in an expeditious manner in order to bring the current phase of the process to a conclusion

In recalling resolution A.892(21) on Unlawful practices associated with certificates of competency and endorsements, the Secretary-General welcomed the information provided on the positive measures being taken by some STCW Parties to address the problem, which showed what could be done to address this most important and very disturbing issue. The Secretary-General thanked those Parties which had made information available to the research project he had commissioned to ascertain the nature and extent of the problem and urged others to provide the Organization with any

information that might be brought to their attention. The Secretary-General expressed appreciation to the Governments of Cyprus, Norway and the United Kingdom and to the European Union and ICFTU for the provision of funds to enable the work to go ahead.

Referring to the validation of new model courses aimed at assisting Parties to implement the new training requirements in the STCW Convention, the Secretary-General noted that 22 model courses related to the STCW Convention had so far been reviewed, revised or developed and he expressed appreciation to the Governments of India, Norway and Singapore for the provision of the resources and expertise required to undertake this task. Having drawn attention to the revised model course 3.12 on Assessment, examination and certification of seafarers he informed the Sub-Committee of a series of regional seminars/workshops on competence-based training and assessment programmes, the first of which was scheduled to take place in Mumbai, India, from 27 to 31 March 2000.

In concluding, the Secretary-General made reference to resolution A.900(21) on Objectives of the Organization in the 2000s, which reflected his vision as to the areas on which IMO should mainly focus its attention during the decade which has just started. Of the objectives specified in that resolution the Secretary-General drew particular attention to:

- the shifting of emphasis onto people;
- the effective uniform implementation of IMO standards, in particular the revised STCW Convention and the ISM Code;
- the development of a safety culture and environmental conscience; and
- the strengthening of the Organization's technical co-operation programmes and delivery on a priority basis.

1.5 In response, the Chairman noted that the session was his first as chairman of the Sub-Committee and stated that his aim was to promote full discussion and wide participation. On behalf of the Sub-Committee, the chairman thanked the Secretary-General for providing information on the progress with the communication of information process.

### **Adoption of the agenda**

1.6 The Sub-Committee adopted the provisional agenda (STW 31/1/Rev.1) and provisional timetable, (STW 31/1/1/Add.1), as amended. The agenda of the session, including a list of documents submitted under each agenda item, is given at annex 1.

## **2 DECISIONS OF OTHER IMO BODIES**

### **Twenty-first Assembly**

2.1 The Sub-Committee was informed that the twenty-first Assembly (15 to 25 November 1999) had adopted the following resolutions related to the work of the Sub-Committee:

- 1 A.890(21) - Principles of safe manning;
- 2 A.891(21) - Recommendation on training of personnel on mobile offshore units; and
- 3 A.892(21) - Unlawful practices associated with certificates of competency and endorsements.

### **Communication of information and the work of the competent persons**

2.2 The Sub-Committee, in noting the information provided by the Secretary-General in his opening speech about progress to date, further noted information provided by the Secretariat that:

- .1 at the time of the meeting, 32 panels had completed their work and made their reports to the Secretary-General; and
- .2 45 panels had completed their initial evaluation and the relevant Parties had been requested to provide clarifications; response was awaited from 20 Administrations.

2.3 In response to concerns raised by the delegation of Japan about the number of panels of competent persons still to complete their work, the Sub-Committee recalled that the Assembly had also noted the slow pace of progress so far achieved in the evaluation of information communicated in compliance with the requirements of the revised STCW Convention, and had urged Member Governments Parties to the Convention to respond to requests for clarifications without undue delay and to ensure that the competent persons they had nominated were given every opportunity and were prompted to complete their evaluation without further delay.

2.4 The Sub-Committee expressed concern that, unless the so-called 'white list' became available in the near future, Parties might have difficulty establishing appropriate arrangements for recognition of certificates under the provisions of regulation I/10. The Sub-Committee recalled that the Committee had previously agreed that the Secretary-General's report would not be submitted to the MSC until all the information communicated by Parties ahead of the 1 August 1998 deadline had been evaluated but also noted that the Committee at its seventy-first session had agreed, in order to allow as much time as possible for completion of the panels' work, to relax to 1 March 2000 the deadline for the submission of the Secretary-General's report to MSC 72. In response to a clarification sought by the delegation of Japan, the Secretariat advised that every effort would be made to provide timely advice to Member Governments in the event that the Secretary-General was unable to submit his report to MSC 72 as planned, to enable the composition of delegations to MSC 72 to be adjusted accordingly.

### **Decisions of the Committee and other IMO bodies**

2.5 The Sub-Committee was also informed of the decisions and comments, pertaining to its work, taken by the Committee at its seventy-first session (STW 31/2); the forty-second session of the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety, the fourth session of the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers, the forty-second of the Sub-Committee on Ship Design and Equipment, the seventh session of the Sub-Committee on Flag State Implementation, the fourth session of the Sub-Committee on Radiocommunications and Search and Rescue and the forty-fifth session of the Sub-Committee on Safety of Navigation (STW 31/2/1); and the forty-third session of the Marine Environment Protection Committee (STW 31/2/2). The action taken by the Sub-Committee with respect to these decisions and comments thereon are reported under the relevant sections of this report.

### **Guidance for competent persons**

2.6 The Sub-Committee noted that the Committee, at its seventy-first session, had approved STCW.7/Circ.9 on Guidance for competent persons evaluating information communicated by Parties on the implementation of the STCW Convention and STCW Code amendments which entered into force after 1 August 1998.

## **Guidance for port State control officers**

2.7 The Sub-Committee noted that the Committee, at its seventy-first session, had approved MSC/Circ.918 on Guidance for port State control officers in respect of certificates of competency issued under the provisions of the STCW Convention.

## **Draft guidelines for damage control plans**

2.8 The Sub-Committee further noted that the Committee, at its seventy-first session, when considering STW 30's recommendation that the draft Guidelines be referred to the NAV Sub-Committee for comments, had recalled that SLF 42 had prepared final draft Guidelines and accordingly there was no need for action on the recommendation of STW 30.

## **IMDG Code section 28**

2.9 The Sub-Committee also noted that the Committee, at its seventy-first session, had endorsed the Sub-Committee's decision to convey to DSC 4 a revised text on training requirements for inclusion in section 28 of the IMDG Code. DSC 4 had considered the draft text of a new section 28 but had concluded that it was premature to approve it and had referred the draft text to the E&T Group for finalization and subsequent approval at DSC 5.

# **3 VALIDATION OF MODEL TRAINING COURSE CONTENT**

## **Review and updating of existing model courses**

3.1 The Sub-Committee noted information provided by the Secretariat (STW 31/3 and STW 31/INF.2 and addenda) on progress with the revision of IMO model courses which the Sub-Committee, at its twenty-eighth session (STW 28/20, paragraph 3.3 and annex 2), had identified for revision.

3.2 The Sub-Committee also noted that the revision of 7 model courses had been assigned to various maritime training institutes for reviewing and updating and, in accordance with the procedures approved by the Sub-Committee at its eighteenth session (STW 18/11, paragraph 7), these revised model courses had been reviewed by the IMO/ILO validation group and their comments incorporated in the drafts by the consultant overseeing the review.

3.3 The Sub-Committee further noted that the revision of these model courses had been chiefly a re-arrangement of the text in line with the functions and levels in the revised STCW Convention and an update of references and, recalling that the advice and comments of the Validation Group had been taken into account, validated the 7 model courses listed in the annex to STW 31/3 (unmarked by asterisks) and requested the Secretariat to publish the model courses as soon as practicable.

3.4 The Sub-Committee recalled that validation of the model courses by the Sub-Committee in this context means that it finds no grounds to object to their content and, in doing so, the Sub-Committee had not granted **approval** to the documents and therefore they are not regarded to be an official interpretation of the Convention.

3.5 The Sub-Committee noted that there was an urgent demand for publication of the courses as soon as possible to assist in the uniform implementation of the revised STCW Convention and instructed the Secretariat to publish the model courses as soon as practicable.

**Validation of new model courses and those subject to major revision**

3.6 In considering draft new model courses and those subject to major revision (marked by asterisks at annex to STW 31/3/INF.2), the Sub-Committee agreed to establish a drafting group to consider the drafts, taking into account any decisions of the Plenary, and comment on the text, as appropriate.

3.7 On receipt of the report of the drafting group (STW 31/WP.3) the Sub-Committee validated the following model courses, as amended by the Group (see annex 2), and requested the Secretariat to publish them as soon as practicable:

- .1 Crowd Management, Passenger Safety and Safety Training for Personnel providing direct services to Passengers in Passenger Spaces;
- .2 Crisis Management and Human Behaviour Training including Passenger Safety, Cargo Safety and Hull Integrity Training;
- .3 Proficiency in Fast Rescue Boats;
- .4 Personal Safety and Social Responsibility;
- .5 Maritime English; and
- .6 Assessment, Examination and Certification of Seafarers.

3.8 In validating the model courses, the Sub-Committee agreed to incorporate in the revised text some specific comments relating to the Maritime English and Assessment, Examination and Certification of Seafarers model courses (STW 31/WP.3, paragraphs 3.2.1 and 3.2.2).

3.9 The Sub-Committee also agreed that the required performances should be more "outcome" orientated, and as such more closely related to the competences in the STCW Code and that cross-references to the criteria for assessing competence should also be included. Accordingly, the Sub-Committee agreed that the development of future model courses and those subject to review and updating should follow this format and instructed the Secretariat to bring this information to the attention of those involved in developing model courses and the validation group.

3.10 On being advised by the Secretariat of the current procedures and guidance used in the development and updating of model courses, the Sub-Committee agreed that they should be reviewed and invited the Committee to endorse its decision. The Sub-Committee invited Member Governments to submit comments and proposals to the next session and instructed the Secretariat to prepare a document outlining the current procedures and guidance for the next session. The Sub-Committee further agreed that, in order for training providers to have sufficient choice of training references consideration should be given, in the context of the review, to the development of a separate publication containing references to specific teaching aids and textbooks suggested for use in connection with the various IMO Model courses.

3.11 The Sub-Committee instructed the Secretariat to keep it informed of developments with STCW-related model courses and welcomed information provided by the Secretariat that the following model courses had been published and were now available for purchase:

- 1.01 Tanker familiarization;
- 1.02 Specialized training for oil tankers



- 1.04 Specialized training for chemical tankers
- 1.06 Specialized training for gas tankers;
- 1.07 Radar Navigation – Operational Level
- 1.08 Radar Navigation - Management level
- 1.25 General Operators' Certificate for the GMDSS
- 1.26 Restricted Operators' Certificate for the GMDSS
- 7.01 Master and Chief Mate
- 7.02 Chief Engineer Officer and Second Engineer Officer
- 7.03 Officer in charge of a navigational watch
- 7.04 Officer in charge of an engineering watch

3.12 The delegation of Mexico, noting the large number of Spanish-speaking seafarers, expressed the view that having the revised IMO model courses in the Spanish language would aid implementation of the standards in the STCW Convention.

3.13 The Sub-Committee expressed its appreciation to the Government of Norway for the provision of funding to support the work and the Governments of India and Singapore and the International Shipping Federation (ISF) for revising, updating and developing a number of the model courses free of charge to the Organization.

#### **4 TRAINING AND CERTIFICATION OF MARITIME PILOTS AND REVISION OF RESOLUTION A.485(XII)**

4.1 The Sub-Committee recalled that, at its twenty-ninth session, it had reviewed Annex 1 of resolution A.485(XII) and prepared a revised draft of the Recommendation on training and certification requirements for maritime pilots other than deep-sea pilots (STW 31/4).

4.2 The Sub-Committee also recalled that the Secretariat had been requested to convey the relevant parts of its report, the proposed draft Recommendation on training and certification requirements for maritime pilots other than deep-sea pilots and other documents (MSC 69/20/2, STW 29/7/1 and STW 29/7/5), to the NAV Sub-Committee for consideration of the operational requirements. NAV 45 (STW 31/2/1, paragraph 1.1) had considered these documents and agreed a draft revised text of Annex 2 to resolution A.485(XII) - Recommendation on operational procedures for maritime pilots other than deep-sea pilots.

4.3 ICS and other organizations (BIMCO, INTERCARGO, INTERTANKO, IFSMA, ISF, OCIMF and SIGTTO) (STW 31/4/1) had considered the revised text of Annex 2 and recalled that the Committee, at its sixty-ninth session (MSC 69/22, paragraph 13.14), had noted that Master Pilot Information Exchange forms would be used by ships and pilotage organizations, as appropriate. Furthermore, NAV 45 had developed Guidelines for voyage planning that included voyage planning in those areas where a pilot would be on board which also included a requirement for account to be taken of available port information. ICS had recently revised its Bridge Procedures Guide that included guidance on 'Passage planning and pilotage' and 'Navigation with a pilot on board' and also included example formats of Master Pilot Exchange Information forms. Against this background, ICS and others proposed amendments to Annex 2 of resolution A.485 (XII).

4.4 The Sub-Committee, noting that the proposed amendments were related to the operational requirements in Annex 2 of resolution A.485(XII), did not consider it appropriate to offer comment

on the proposals which it considered should more properly be made by NAV. The Secretariat was instructed to convey document STW 31/4/1 to the NAV Sub-Committee for consideration of the proposed amendments to the Recommendation on operational procedures for maritime pilots other than deep-sea pilots. The Secretariat was also instructed to request that the NAV Sub-Committee finalizes its work on this Recommendation to enable STW 32 to complete its work on the revision of resolution A.485(XII).

4.5 In considering Annex 1 of resolution A.485(XII) - Recommendation on training and certification requirements for maritime pilots other than deep-sea pilots, the Sub-Committee identified a number of issues which should be further considered at its next session, including the following:

- .1 the establishment by competent authorities of entry requirements for new pilots;
- .2 clarification of the relationship between the competent authority and pilots' associations;
- .3 clarification of the duties of the competent authority in respect of the maintenance of developed standards and the investigation of incidents involving pilotage as subjects for inclusion in a recommendation on training and certification;
- .4 amendments to the syllabus for pilotage certification to include landmarks, leading lines, radar distances from shore and use of various types of tugs; and
- .5 specific emergencies to be addressed by pilotage training.

4.6 The Sub-Committee welcomed IMPA's offer to co-ordinate the development of a revised draft resolution for consideration at STW 32 and, as it had not completed its work on this agenda item, it invited the Committee to extend the target completion date to 2001.

## **5 FOLLOW-UP ACTION TO THE 1995 STCW CONFERENCE**

5.1 The Sub-Committee noted that the Committee, at its seventy-first session (MSC 71/23, paragraph 6.5), had endorsed its decision to instruct the Secretariat to revise and update STW/Circ.29 on National authorities responsible for issuing certificates of competency and that the information had been circulated as STCW 95/Circ.1.

### **Clarification of STCW Convention and STCW Code provisions**

5.2 The Sub-Committee recalled that the Committee, at its sixty-ninth session (MSC 69/22, paragraph 7.38), had agreed that, to avoid the proliferation of sources of guidance, the Sub-Committee should consolidate the clarifications contained in the STCW.7 series of circulars and prepare appropriate amendments to part B of the STCW Code.

5.3 The Sub-Committee considered a list of proposed amendments to part B of the STCW Code (STW 31/5/1, annex 1) and a consolidated text of the amendments for circulation as an STCW.6 circular (STW 31/5/1, annex 2) and noted that the clarifications concerning regulation I/8 were to be subject to further consideration and it would be premature to include these clarifications in part B of the STCW Code.

5.4 In considering annex 2 of STW 31/5/2, the Sub-Committee noted that the proposed amendments to footnotes should not be included in amendments to part B of the STCW Code but would be useful in the IMO STCW publication. A number of delegations expressed the view that the

inclusion of clarifications relating to the endorsements of certificates for watch ratings would be confusing as similar provisions related to endorsements also applied to other certificates. The Sub-Committee agreed that some updating of the requirements in annex 2 was also required.

5.5 The United Kingdom (STW 31/5/5 and Corr.1) recalled that regulation III/2, paragraph 2.2, of the STCW Convention requires that every candidate for certification as a chief engineer officer and second engineer officer shall “*have completed approved education and training and meet the standard of competence specified in section A-III/2 of the STCW Code*” which had given rise to different opinions as to whether or not the education, training and standards of competence were the same for certification as either a second engineer officer or a chief engineer officer.

5.6 The United Kingdom considered that the requirements of section A-III/2, paragraph 3 were designed to ensure that the second engineer officer had sufficient ability to take on the temporary role of a chief engineer officer until a properly qualified chief engineer officer was available (presumably in the next port). There was thus no need for the second engineer officer to be assessed on every aspect of the role of the chief engineer officer, but only those affecting “*the safe operation of the ship’s machinery and the protection of the marine environment*”. In the United Kingdom’s view, this provided the flexibility for an STCW Party to retain or develop a two-tier system of assessment for the certification of second engineer officers and chief engineer officers by splitting the contents of table A-III/2 as deemed appropriate for the respective roles.

5.7 The Sub-Committee considered the proposed two-tier system of assessment for second engineer officers and chief engineer officers but the majority of the Sub-Committee did not support the interpretation as presented by the United Kingdom because the 1995 revision of the STCW Convention had been intended to establish one standard of competence for chief and second engineers in the same way as for masters and chief officers. However, a significant number of delegations considered the interpretation was valid and merited further consideration. The Sub-Committee invited Members to consider whether interpretation of these provisions was necessary and to submit comments, if appropriate.

5.8 Croatia (STW 31/5/6) recalled that paragraph 1.1 of section A-I/11 of the STCW Code required that continued professional competence shall be established by approved seagoing service, performing functions appropriate to the certificate held, for a period of at least one year in total during the preceding five years. When implementing these requirements of the Convention and the STCW Code, Croatia reportedly found it difficult to compare and validate records of seagoing service kept in accordance with different national legislation. Croatia considered therefore that there was a need for further harmonization of the procedures for the assessment of the records relating to the seagoing service in order to ensure a uniform approach towards revalidation of certificates on the basis of approved seagoing service.

5.9 The Sub-Committee noted the need to establish a national standard for approving sea-going service and welcomed any measures that would assist in preventing unlawful practices associated with certificates of competency. A number of delegations considered that additional documentation might increase the opportunities for unlawful practices and expressed the view that their existing national systems were sufficient. Accordingly, the Sub-Committee did not support the introduction of an international uniform standard for maintaining records of seagoing service.

### **Review of training-related resolutions and circulars with a view to revoking**

5.10 The Sub-Committee recalled that, at its thirtieth session, it had considered two draft Assembly resolutions and three draft circulars prepared by a working group but had not approved them. The Committee, at its seventy-first session (STW 31/2) had endorsed STW 30’s decision to

instruct the Secretariat to review the work done in the working group and to prepare a consolidated document for consideration by STW 31.

5.11 As instructed by the Committee, the Secretariat (STW 31/5/2) had reviewed the work done in the working group and had prepared:

- .1 a draft Assembly resolution to revoke those resolutions superseded by the 1995 amendments to the STCW Convention (STW 31/5/2, annex 1);
- .2 a draft MSC circular to revoke those circulars superseded by the 1995 amendments to the STCW Convention (STW 31/5/2, annex 2);
- .3 a draft Assembly resolution on safety training for personnel to whom the STCW Convention is not applicable (STW 31/5/2, annex 3); and
- .4 a draft MSC circular on Standards for personnel to whom the STCW Convention is not applicable (STW 31/5/2, annex 4);

for consideration by the Sub-Committee.

5.12 The Sub-Committee welcomed the revised drafts but considered that the personnel to whom the STCW Convention is not applicable should be clarified.

**Guidance on preparation and review of independent evaluations required by STCW regulation I/8 and section A-I/7 of the STCW Code, including possible action by the Committee**

5.13 Singapore (STW 31/5/3) drew the Sub-Committee's attention to the requirements of paragraph 2 of STCW regulation I/8, together with section A-I/8 of the STCW Code, which required an independent evaluation at intervals of not more than five years, and paragraph 3 of regulation I/8, together with paragraph 4 of section A-I/7 of the STCW Code, which required that the results of the evaluation be reported to the Secretary-General within six months of its completion.

5.14 Singapore also drew attention to paragraph 4 of section I/7 of the STCW Code which briefly outlines the information to be included in the report and paragraph 8.2 of that section of the Code which states that the competent persons appointed by the Secretary-General are to express their views in writing on that report, but that neither the STCW regulations nor the STCW Code provisions explicitly describe: the contents of the report; the criteria to be used by the competent persons in evaluating the report; the action to be taken by the Secretary-General in making his report to the Committee; or the action to be taken by the Committee on receipt of the report from the Secretary-General.

5.15 Germany (STW 31/5/7) welcomed the proposal to develop guidance on this issue but noted that neither regulation I/8 of the STCW Convention nor section A-I/8 of the STCW Code refer to any actions to be taken by the Secretary-General after receiving evaluation reports of Parties already identified by the Committee as giving full and complete effect to the provisions of the Convention. Germany was therefore of the opinion that if specific actions by the Secretary-General and/or the Committee after receiving evaluation reports from such Parties were required, this could only be done by broadening the contents of regulation I/8 of the Convention in the normal procedure and not by an MSC circular or an amendment to the STCW Code.

5.16 Denmark (STW 31/5/8) also welcomed the proposal to develop guidance on this issue but drew the Sub-Committee's attention to a number of practical problems including: the timing of submission of reports; the contents of the report, particularly where independent evaluations are

carried out on a continuous basis to cover all institutions dealing with education, training and certification and the burden of translation into English. Denmark also raised questions in respect of the procedures for the Secretary-General's report to the Committee, regular publishing of the 'white list' and action in respect of negative reports from panels of competent persons.

5.17 After extensive discussion, the Sub-Committee welcomed the draft proposals made by Singapore and agreed that there was a need for guidance on the procedures to be followed in considering the reports of independent evaluations required by regulation I/8 and section A-I/7 of the STCW Code. Several delegations supported the view expressed by Germany (STW 31/5/7) that an amendment to the STCW Convention or part A of the STCW Code was necessary to clarify the procedures. Many delegations agreed with Denmark that a number of issues needed to be clarified. In addition to those questions raised by Denmark (STW 31/5/8), the following issues were identified:

- .1 the sanctions that should be applied, if any, to Parties which fail to communicate their reports of independent evaluations;
- .2 action to be taken if the report of the independent evaluation is inadequate;
- .3 noting the obligation for Parties to communicate these reports and for the competent persons to express their views to the Secretary-General, the action that should be taken by the Secretary-General subsequently;
- .4 the criteria that should be used by the competent persons when evaluating these reports;
- .5 if the Secretary-General reports to the Committee, the action that the Committee should take; and
- .6 clarification of the phrase in STCW.7/Circ.7 'any document listing Parties identified by the MSC as giving full and complete effect to the provisions of the STCW Convention (the so-called 'white list') will be a dynamic document and therefore subject to updating according to the provisions of the Convention.'

5.18 The Sub-Committee agreed that the process should be sufficiently robust to protect the integrity of the STCW Convention but not so complex as to burden Administrations and the Organization. Some delegations expressed the view that a report of deficiencies or shortcomings under the provisions of regulation I/8 does not automatically lead to the conclusion that a Party is not giving the Convention full and complete effect.

5.19 Many delegations expressed the view that the development of procedures should not be undertaken hastily and without full consideration of all the issues. Other delegations considered that, should an amendment to the STCW Convention or STCW Code be required, the Committee should be requested to provide guidance on the above issues. The Sub-Committee recognized that some legal issues may require further consideration, however it was agreed firstly to examine the practical aspects of the proposals.

#### **Guidance on arrangements between Parties to implement regulation I/10**

5.20 China (STW 31/INF.3) expressed the view that in order to assure the authenticity and effectiveness of certificates of competency and for the purpose of implementing regulation I/10 of the annex to STCW Convention, agreements should advisably be concluded between the Administrations of the Parties concerned to specify the procedures, communication methods and channels, verification mechanism and items for verification, etc., in respect of mutual recognition of certificates, so as to

suppress unlawful practices in certificating seafarers. The Maritime Safety Administration of the People's Republic of China had drafted a sample agreement (STW 31/INF.3, annex) which could be concluded with other Administrations.

5.21 In commenting on the sample agreement, the United States (STW 31/5/4) agreed that carefully worded agreements are needed to ensure the effective implementation of STCW regulation I/10 but considered that such arrangements need not be set out in formal, legal, treaty- or contract-like agreements between STCW Parties as other administrative arrangements should also be acceptable provided they address the key elements needed to meet the intent of STCW regulation I/10. Noting that neither section A-I/10 nor B-I/10 of the STCW Code contained guidance on the specific arrangements which should be agreed upon to ensure compliance with regulation I/10, the United States expressed the view that uniform and efficient application of regulation I/10 would be aided by having such guidance and had accordingly identified a list of elements which should be included in any agreement intended to be used as the basis for recognition of certificates under this regulation for inclusion in section B-I/10 of the STCW Code.

5.22 ISF (STW 31/5/9) supported the development of guidance on this issue and offered suggested amendments to the text of the proposals made by the United States and also suggested that, to avoid difficulties for shipowners and seafarers, legally notarised copies of certificates should be acceptable for the issue of flag State recognition endorsements.

5.23 The Sub-Committee welcomed the proposals made by China, United States and ISF and recognised the need for a model agreement when undertakings are agreed between Parties as required by regulation I/10. Some delegations expressed concern about the applicability of such agreements when one of the Parties to the agreement is not on the so-called 'white list'. A number of delegations also expressed concern about the use of legally notarised copies and could not accept the proposals as drafted.

5.24 The delegation of Japan advised the Sub-Committee that, in the absence of the so-called 'white list', it was taking steps to recognise certificates issued by other Parties through evaluation of the certification of individual seafarers. Japan sought clarification from the Sub-Committee on the status of recognized certificates issued by other Parties which were not in the so-called 'white list'. The delegation of Japan further suggested that the procedures for preparation and review of reports on recognition of certificates called for in section A-I/7, paragraph 3.2 of the STCW Code should be clarified. Members were invited to consider this issue and submit comments or proposals for consideration at the next session.

### **Establishment of a working group**

5.25 After preliminary discussion as noted in paragraphs 5.1 to 5.24 above, the Sub-Committee established a working group and instructed it, taking into account discussions and decisions in plenary, to:

#### **Clarifications of STCW provisions**

- .1 consider document STW 31/5/1 and finalise the appropriate draft STCW.6 circular for amending part B of the STCW Code, including updating requirements where necessary, paying particular attention to the following paragraphs in annex 2: 5, 13 and 14 and appendix 2, and noting that no action need be taken in respect of the updated footnotes in appendix 3 to annex 2 or paragraph 7 relating to the ILO/WHO Guidelines;

### **Revision of resolutions with a view to revoking**

- .2 consider the draft Assembly resolutions and draft MSC Circulars at annex to document STW 31/5/2 and clarify their application and finalise the appropriate draft Assembly resolutions and MSC circulars;

### **Preparation and review of independent evaluations under regulation I/8**

- .3 examine the draft circular proposed by Singapore at annex to document STW 31/5/3 and the comments by Germany (STW 31/5/7) and Denmark (STW 31/5/8) and prepare draft proposals for consideration and approval by the Sub-Committee and identify any other issues to be considered at STW 32;

### **Arrangements between Parties to implement regulation I/10**

- .4 consider the information in document STW 31/INF.3 and the comments by United States (STW 31/5/4) and ISF (STW 31/5/9) and develop a model agreement in the form of an appropriate circular for inclusion in part B of the STCW Code, and consider the implications arising in cases where one Party is not in the so-called 'white list'; and
- .5 submit a report to the Sub-Committee on Thursday, 13 January 2000.

5.26 Having received the working group's report (STW 31/WP.5), the Sub-Committee took action as summarised hereunder.

### **Clarification of STCW Convention and STCW Code provisions**

5.27 The Sub-Committee consolidated the guidance which had been issued as clarifications on the basis of the annex to STW 31/5/1 and invited the Committee to adopt the proposed amendments to part B of the STCW Code (annex 3) for dissemination by means of an STCW.6 circular. One delegation did not support the inclusion of paragraph 5 of the proposed new section B-V/d in sub-item 14 of the draft circular.

### **Review of training-related resolutions and circulars with a view to revoking**

5.28 The Sub-Committee invited the Committee to approve the following for submission to the twenty-second Assembly for adoption:

- .1 a draft Assembly resolution to revoke those resolutions superseded by the 1995 amendments to the STCW Convention (annex 4); and
- .2 a draft MSC circular to revoke those circulars superseded by the 1995 amendments to the STCW Convention (annex 5).

The Sub-Committee did not approve the draft Assembly resolution and MSC circular related to personnel to whom the STCW Convention is not applicable as it considered that the application provisions were not sufficiently clear and insufficient account had been taken of other IMO instruments. The Sub-Committee expressed general agreement to the contents of the annexes to the draft resolution and circular but, noting that the planned revocations do not come into force until 1 February 2002, considered that the text could be consolidated into one instrument and instructed the Secretariat to prepare a draft for consideration at its next session.

**Guidance on preparation and review of independent evaluations required by STCW regulation I/8 and section A-I/7 of the STCW Code, including possible action by the Committee**

5.29 Several delegations noted that, under section A-I/7, paragraph 8.2 of the STCW Code, reports of independent evaluations communicated by the Parties to the Secretary-General need to be evaluated by competent persons. Several delegations expressed the view that there was no provision in the present Convention requiring any further action to be taken by the Secretary-General. Some delegations were of the opinion that the existing provisions of the Convention require the Secretary-General to submit his report to the Committee after its evaluation by competent persons. However, a majority of the Sub-Committee agreed that it was necessary to amend the Convention to enable the Secretary-General to submit his report to the Committee after its evaluation by the competent persons and to prescribe the action to be taken by the Committee thereon. Some delegations expressed the view that the requirements of regulation I/8 were to ensure that Parties continued to give full and complete effect to the requirements of the Convention.

5.30 The Sub-Committee noted that the working group had made a number of assumptions in order to reach a conclusion (paragraphs 11 and 12, STW 31/WP.5) and prepare provisional draft guidance (annex 6) based on the annex to document STW 31/5/3. Members were invited to submit comments and proposals on this guidance for consideration at its next session. The Sub-Committee also noted that the Group's recommendation was based mainly on the Group's assumption that the STCW Convention and STCW Code needed to be amended accordingly and invited the Committee to delete the phrase 'possible action by the Committee' from the sub-item in its work programme. Members were invited to submit comments and proposals for consideration at the next session.

**Guidance on arrangements between Parties to implement regulation I/10**

5.31 The Sub-Committee welcomed the draft agreement submitted by China (STW 31/INF.3) but noted that regulation I/10 does not use the term 'agreement'. The Sub-Committee agreed that development of any such undertaking is the responsibility of the Parties and that the Sub-Committee should list the issues that need to be included as a minimum by Parties when developing their own bilateral or multi-lateral undertakings with other Parties. In considering the use of such undertakings, the delegation of Norway expressed the view that a Party had to be on the so-called 'white list' before recognition can be given under the provisions of regulation I/10. Other delegations expressed the view that recognition of certificates issued by Parties not on the so-called 'white list' was possible under the provisions of the STCW Convention and STCW Code but raised implications in respect of worldwide acceptance under port State control. The Sub-Committee agreed that this issue required further consideration and invited Members to submit comments and proposals to STW 32 and invited the Committee to extend the target completion date to 2001.

5.32 The Sub-Committee developed a draft MSC circular containing the list of issues to be considered by Parties when developing such undertakings (annex 7) and invited the Committee to approve the draft circular providing guidance on arrangements between Parties to implement STCW regulation I/10. The delegation of Japan expressed the view that the procedures in the recognition arrangements were for confirmation only.

5.33 The Sub-Committee also considered the implications arising in cases where one Party is not in the so-called 'white list' and agreed that this, being an undertaking between two Parties only, should not have any further implication as it is the responsibility of the Party recognizing another Party's certificate to ensure that all relevant requirements of the Convention are met.



## 6 UNLAWFUL PRACTICES ASSOCIATED WITH CERTIFICATES OF COMPETENCY

### Research project

6.1 The Sub-Committee recalled that the Committee, at its seventy-first session (STW 31/2, paragraph 2.4), had agreed to the Sub-Committee's proposal to include a new item in its work programme on Unlawful practices associated with certificates of competency. The Sub-Committee also welcomed an initiative taken by the Secretary-General to undertake a research study to establish the nature and extent of unlawful practices associated with certificates of competency and, in particular, to:

- .1 determine and categorise the major unlawful practices associated with certificates of competency (e.g. forged, issued on the basis of deception such as on the basis of fraudulent information and documentary evidence, stolen);
- .2 provide best estimates of the number of forged certificates of competency and endorsements in the various categories held by: master, deck officer, chief engineer, engineering officer, deck rating and engine rating and make an estimate of the trend in each category and a forecast of future trends;
- .3 identify the main sources of unlawful practices (e.g. individuals, manning agents, owners, organised crime);
- .4 identify the main geographical areas where the practices occur (eg. labour-supply countries, open register countries, traditional maritime nations, developed countries);
- .5 identify the social, economic and regulatory pressures which affect the nature and extent of unlawful practices; and
- .6 identify the frequency and extent to which certificates of competency are checked by employers, issuing States and port States.

6.2 The Secretariat advised the Sub-Committee that it had sought expressions of interest for the work from potential international research contractors and a contract to undertake the work has been agreed with the Seafarers International Research Centre, Cardiff, UK during October 1999.

6.3 The Secretariat advised the Sub-Committee that the first phase of the work had commenced and a literature review had been completed. The research had found that there were no major studies on the subject and the information available came chiefly from documentation submitted by the IMO Secretariat and some Member States' Administrations. The research team had conducted a number of focus group studies and interviews with seafarers of various nationalities, education providers and maritime agencies. This stage of the work is on-going and other interviews were planned with seafarers, shipowners, crewing agencies, maritime authorities and international representative associations.

6.4 To date the research team had made contacts which had allowed them to produce a price list for the STCW certificates of Master, Chief Mate and Officer of the Watch. To gain more data, other inquiry methods were being considered, including researchers posing as seafarers in need of a specific type of certificate. As a trial, a researcher without any relevant experience or training, on payment of a 'fee', received, in one day, an authentic seaman's registration book and STCW ratings certification.

6.5 The research had so far identified typical unlawful practices including:

- .1 seafarers holding certificates issued or endorsed by or on behalf of a maritime administration but not valid for the function(s) performed on board due to: expired certificates; valid certificates but not covering function(s) performed on board and limitations on certificate not observed (trading area, tonnage, engine power or medical);
- .2 seafarers holding certificates issued or endorsed by or on behalf of a maritime administration but obtained on the basis of deceitful information through 'laundered' certificates issued on the basis of a forged certificate or other forged evidence (this mode applies mainly to endorsements of recognition issued by a third Party); certificates issued by an Administration but lacking underpinning competence and knowledge; certificates issued on the basis of lax examination and certification practices and certificates issued by corrupt officials within an Administration; and
- .3 seafarers holding counterfeit certificates altered by the holder (seafarer) or provided by the shipowner or manning agency; certificates forged 'in-house' or obtained on the black market or through organisations dedicated to certificate forging. These certificates were either stolen from a maritime administration or holder, or the whole certificate was produced by the organization.

6.6 From the data gathered so far, the research had uncovered evidence suggesting that the problem of fraudulent certification may be more extensive than initially thought. Another factor that had emerged was the extent to which employers, directly or indirectly, promoted unlawful practices associated with certificates of competence. Very few companies had the resources or the willingness to verify the authenticity of certificates held by the seafarers they employed. Some employers were directly implicated by issuing their employees with forged certificates. From the research to date, this was mainly the case with ancillary certificates. In this respect, it appears that unlawful practices were more widespread and perhaps more difficult to detect in the case of ancillary certificates. A good example was provided by GMDSS certificates which seemed to be readily available.

6.7 The Sub-Committee expressed appreciation to the Governments of Cyprus, Norway and the United Kingdom; the European Union and the International Confederation of Free Trade Unions (ICFTU) for providing funds to support the research\* and noted the invitation in resolution A.892(21) for STCW Parties to provide the Organization with information on any unlawful practices which came to their attention.

6.8 Vanuatu (STW 31/6/1 and STW 31/6/3) provided information on cases of fraudulent certificates unearthed during scrutiny of applications for endorsements and employment and the action taken to ensure that the persons concerned were removed from their vessels. Vanuatu also provided details of some of the unlawful practices involved, including the breaking of a counterfeiting ring, and welcomed the full co-operation given by the Indian, Honduran, Ecuadorian and Colombian authorities. Vanuatu also provided details of the preventative measures it had in place and the Safety Seminars in India at which Vanuatu's Inspectors had co-operated with the Indian

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authorities following discovery of a number of fraudulent Indian certificates. Vanuatu proposed the establishment of an IMO database of offenders similar to that annexed to document STW 31/6/3, as this would be an effective deterrent.

6.9 The Secretariat (STW 31/6/2) reported the results of a study undertaken, in the context of concern about unlawful practices associated with certificates of competency, to investigate the feasibility of making information on seafarers' certificates available internationally. The study concluded that, as most Administrations are storing data electronically, transferring data to an international database would be relatively straightforward. Management of such a large database would, however, be a significant task. The study did not provide an unequivocal recommendation for or against the establishment of an international database but identified a number of advantages and disadvantages of doing so and made proposals on alternative ways forward.

6.10 ISF (STW 31/6/4) proposed that the Sub-Committee should give further consideration to means of encouraging the establishment of *national* electronic registers of certificates to which there could be *controlled* electronic access via the internet, or the establishment of dedicated national e-mail addresses to which requests concerning verification of certificates could be made and responded to in good time. One method proposed was maintaining a list of internet website and e-mail addresses so that requests about national certificates could be made from a single point such as the IMO website.

6.11 Spain (STW 31/6/5) proposed the use of standard format and procedures for the provision and exchange of information between Parties related to the authenticity and validity of certificates. In addition, Spain requested the Secretariat to update STCW95/Circ.1 on Administrations Party to STCW which were responsible for the registration and issuing of certificates.

6.12 After extensive discussion, the Sub-Committee concluded that an international certificate database containing data on valid certificates or a database containing data on fraudulently issued certificates raised complex practical and legal issues and was not currently practicable or necessary. However, the Sub-Committee did support the ISF proposals that the following should be encouraged:

- .1 the establishment of national electronic registers;
- .2 the establishment of dedicated e-mail addresses for verification of authenticity and validity of certificates; and
- .3 the use of the IMO website to maintain a list of those e-mail addresses.

The Sub-Committee recognised that the establishment of national electronic registers might have cost implications for some Member Governments.

6.13 The Sub-Committee also supported the proposal by Spain that standard formats for the exchange of data should be developed. The delegation of Cyprus welcomed the progress made so far on this issue but called attention to the need for some independent investigation of the information made available to the Organization.

6.14 The Sub-Committee invited Member Governments to provide information on e-mail addresses for inclusion in any revision of circular STCW95/Circ.1 and instructed the Secretariat to update the circular and disseminate it for information. The Secretariat was further instructed to explore the feasibility of including in the IMO website information on e-mail addresses of Administrations responsible for providing information on certificates.

6.15 The Sub-Committee invited Member Governments to further consider the proposals in paragraphs 6.12 and 6.13 and to provide comments at the next session and, noting the target completion date for this item was 2000, invited the Committee to extend its target completion date to 2001.

## **7 FOLLOW-UP ACTION TO THE 1995 STCW-F CONFERENCE**

### **FAO/ILO/IMO Document for Guidance on the Training and Certification of Fishing Vessel Personnel**

7.1 The Sub-Committee noted the decisions of the seventy-first session of the Committee (STW 31/2, paragraph 2.5), and in particular its agreement to the recommendation made by the Joint FAO/ILO/IMO Working Group on Fishermen's Training to review STCW-F requirements related to celestial navigation and officers in charge of an engineering watch (STW 31/7, paragraph 4) and its decision to extend the target completion date of the development, in the context of STCW-F resolution 3, of guidance on watchkeeping and prevention of fatigue (STW 31/7, paragraph 5) which had been prepared by the Joint Working Group and included in the revised Document for Guidance.

7.2 The Sub-Committee noted information provided by the ILO representative that, providing no substantial changes were made to the Document for Guidance at this session, it would be submitted to the ILO Governing Body for approval at its meeting in March 2000. The FAO representative advised that formal approval of the document by the FAO Governing body was not required as it was a revision of an existing guidance document. However, the Committee on Fisheries would be informed of its completion at its session in February 2001.

### **ILO's Tripartite Meeting on Safety and Health in the Fishing Industry**

7.3 ILO (STW 31/7/1) advised the Sub-Committee of a Tripartite Meeting on Safety and Health in the Fishing Industry held in Geneva from 13 to 17 December 1999. The purposes of the meeting were: to exchange views on safety and health issues in the fishing industry; to assess work done by the Joint FAO/ILO/IMO Working Group on Fishermen's Training; to adopt conclusions which identify follow-up activities; to review ILO standards adopted specifically for fishermen; and to adopt a report on the discussion.

7.4 The ILO observer reported that the meeting focussed on occupational health issues and that a report of the meeting will be submitted to MSC 72. The observer also advised that the Tripartite Meeting had agreed that:

- .1 more work on health and safety issues was required;
- .2 the STCW-F Convention should be fully ratified and implemented; and
- .3 the Document for Guidance was acceptable and should be finalized and published as soon as possible.

7.5 The Sub-Committee noted some inconsistencies in the draft Document for Guidance in respect of terminology and definitions and the use of 'shall' in respect of non-mandatory provisions. The Sub-Committee agreed that the Document for Guidance should be reviewed in respect of any provisions that exceeded the requirements in the STCW Convention.

7.6 The Sub-Committee recalled that resolution 6 of the STCW-F Conference invited the Organization to develop guidance on training, certification and watchkeeping for fishing vessel

personnel serving on board large fishing vessels as soon as possible, taking into account the provisions of the STCW Convention, 1978, as amended.

### **Establishment of a working group**

7.7 The Sub-Committee agreed to establish a working group and instructed it, taking into account the decision of MSC 71, and on the basis of the draft Document for Guidance on Training and Certification of Fishing Vessel Personnel (STW 31/7, annex), to:

- .1 consider the provisions addressing watchkeeping and the prevention of fatigue in annexes 41 and 42 of the draft guidance document and prepare revised text where appropriate;
- .2 review the STCW-F Convention requirements concerning celestial navigation and prepare a draft MSC circular providing appropriate guidance, noting that the Convention is not yet in force;
- .3 consider the inclusion in the STCW-F Convention of mandatory requirements for officers in charge of an engineering watch, including those on fishing vessels powered by main propulsion machinery of 750 kW or more and watchkeeping provisions, in the context of the STCW-F Conference resolution 7 and the existing guidance in Assembly resolution A.622(15), and make recommendations, as appropriate; and
- .4 taking into account the comments raised in plenary, to:
  - .1 consider the need to define more clearly a fishing vessel in the Document for Guidance for consistency with the STCW-F Convention;
  - .2 identify other terminology that should be revised to maintain consistency (e.g. fishing vessel personnel, fishermen, fisherman, fisher);
  - .3 consider the issue of retaining recommendations in the Document for Guidance that are higher than requirements in STCW, an example being competency in the use of breathing apparatus by all fishermen under fire-fighting provisions;
  - .4 add a chapeau, as appropriate, to clarify the source of the text of any mandatory requirements in the Document for Guidance and remove mandatory words such as “shall”; and
  - .5 develop recommendations for inclusion in the future work programme of the Sub-Committee as a follow-up to 1995 STCW-F Conference resolution 6 – Training and certification of personnel on large fishing vessels.

7.8 Having received the working group’s report (STW 31/WP.4) the Sub-Committee took action as summarised hereunder.

7.9 The Sub-Committee approved draft amendments to appendices 41 and 42 and paragraphs 4.11.2 and 6.9.3 of the Document for Guidance and also approved the addition of draft chapeaux paragraphs to appendix 42 and chapter 8 (annex 8). The Sub-Committee instructed the Secretariat to make the necessary editorial corrections and prepare a consolidated revised Document for Guidance on Training and Certification for Fishing Vessel Personnel.

7.10 The Sub-Committee agreed that no amendments were necessary in respect of the terminology used in the Document for Guidance and no further guidance was required in respect of celestial navigation in the STCW-F Convention.

7.11 The Sub-Committee invited the Committee to include in its work programme the development of a definition of a 'large fishing vessel' and the subsequent development of standards of training and certification of fishing vessel personnel serving on such large fishing vessels. The Committee was further invited to include, in the Sub-Committee's work programme under the agenda item: Follow-up action to the 1995 STCW-F Conference, and in the context of the STCW-F Conference resolution 7, the development of mandatory requirements for officers in charge of an engineering watch for inclusion in the STCW-F Convention. Member Governments were invited to submit proposals and comments to the next session.

7.12 The Sub-Committee developed a draft MSC circular providing recommendations on the certification of officers in charge of an engineering watch on fishing vessels powered by main propulsion machinery of 750 kW or more, which would apply on entry into force of the STCW-F Convention and pending the adoption of relevant amendments, and invited the Committee to approve the draft circular (annex 9).

7.13 The Committee was invited to consider and approve the revised Document for Guidance and was also invited to instruct the Secretariat to publish, in conjunction with FAO and ILO, the revised Document for Guidance.

## **8 CASUALTY ANALYSIS**

8.1 The Sub-Committee recalled that the Committee, at its seventy-first session, instructed the Sub-Committee to consider the report of the Correspondence Group on Casualty Analysis (FSI 7/6/3), including any recommendations related to training and watchkeeping, and any proposals submitted. The Sub-Committee noted that the Correspondence Group had recommended that the STW Sub-Committee should study the best use of bridge simulators for bridge resource management (BRM) training to satisfy the requirements of the STCW Code. Furthermore, the FSI Sub-Committee (FSI 7/14) recommended to the Sub-Committee to consider the findings regarding bridge resource management (BRM) in the context of casualty analysis.

8.2 In considering document FSI 7/6/3, the Sub-Committee noted some of the common human factor issues which had been identified by the Correspondence Group of relevance to the STW Sub-Committee (FSI 7/14, annex 3) under 5 main headings: groundings, collisions, fires and explosions, foundering and accidents to persons. These included factors associated with:

- .1 groundings: lack of training and experience of pilots; defective communication between bridge team and pilot; absence of direction, control and organization of the navigation team; lack of planning in terms of passage from berth to berth by ships' staff and lack of pilotage passage planning by pilots;
- .2 collisions: failure to avoid or recognize risk of collision; inadequate lookout; crew communication inadequacies; inadequate procedures; routine violations in bridge watchkeeping procedures; errors of judgement and fatigue;
- .3 fires and explosions: lack of training and planning; and
- .4 accidents to persons: deficient safety culture; lack of pre-planning; and lack of a structured safety management regime.

8.3 The Sub-Committee recognised that analysis of casualty investigation reports can yield useful information on whether current training requirements and watchkeeping arrangements are effective. The Sub-Committee also noted, however, that the quality of reports can vary widely and this should be taken into account when reaching decisions based on a limited review. The Sub-Committee suggested that it would be helpful to have more detailed information regarding the casualty reports which led the FSI Sub-Committee to identify certain factors as being of primary concern. If the Sub-Committee is requested to take note of an issue, FSI should provide examples so that the Sub-Committee is fully aware of the lessons to be learned. This was particularly true where the FSI Sub-Committee was suggesting that the STW Sub-Committee should add a new item to its work programme, in such cases it should be fully justified in accordance with the Committees' guidelines.

8.4 One member of the Sub-Committee suggested there was a need to establish a process by which lessons learned could promptly be brought to the attention of the maritime industry.

8.5 The Sub-Committee welcomed the offer of the IUMI to make available casualty statistics which may assist the Sub-Committee in its work under this agenda item.

8.6 The Sub-Committee requested the Committee to request the FSI Sub-Committee, when identifying factors for consideration by the STW Sub-Committee, to take into account the comments in paragraphs 8.3 to 8.5.

## **9 DEVELOPMENT OF GUIDANCE ON TRAINING IN THE USE OF ECDIS**

9.1 The Sub-Committee recalled that at its last session, in the context of validating the model course on Operational use of Electronic Chart Display and Information Systems (ECDIS), it had agreed there was a need for the development of guidance on training in the use of ECDIS.

9.2 The Russian Federation (STW 31/9, annex) made proposals for guidance on training and assessment in the operational use of the electronic charts simulator for inclusion in part B of the STCW Code.

9.3 The Sub-Committee noted that the ECDIS model course (1.27) had been validated at the last session and would be published in the near future. The Sub-Committee further noted that there was some overlap between the contents of the model course and the guidance proposed by the Russian Federation. Some delegations considered that further work was required to ensure that the guidance reflected the performance standards for ECDIS. In considering the content and the most appropriate method of promulgating the guidance, the Sub-Committee agreed that further work was necessary; it invited comments and proposals for consideration at its next session and, accordingly, invited the Committee to extend the target completion date to 2001.

## **10 MEDICAL STANDARDS FOR SEAFARERS**

### **Proposals for physical abilities for seafarers**

10.1 The Sub-Committee recalled that, at its thirtieth session, it had considered proposals for standards on physical abilities for entry-level seafarers developed by the United States (STW 31/10, annex) and, whilst it had agreed that there was a need for the development of these standards and that the United States' proposals formed a good basis for discussion, had noted that delegations did not have the expertise necessary to discuss the issue in-depth and had invited Members to submit comments and information for consideration at STW 31. The Sub-Committee noted that WHO and ILO had been invited to participate and expressed its concern that WHO had declined to attend as the Occupational and Environmental Health Unit of WHO had no expertise in the domain of maritime health.

10.2 Finland (STW 31/10/2) expressed the view that work and safety tasks cannot be divided into two categories depending on the years served at sea, i.e. entry-level and experienced seafarers categories and therefore all seafarers should be able to take care both of their normal duties and their safety tasks. Finland noted however that the ILO/WHO "Guidelines for Conducting Pre-Sea and Periodic Medical Examinations for Seafarers" recommended higher entry-level standards to take into account normal ageing processes and changes in health caused by ageing.

Finland also drew attention to the fact that the ILO/WHO Guidelines did not, however, give minimum health or fitness standards for healthy entry-level or experienced seafarers nor for seafarers without any diagnosed illness. Guidelines for fitness criteria should therefore be developed further in a way that they apply to seafarers carrying out all on-board duties in normal as well as in exceptional situations. Finland also noted that to do every possible test to every seafarer each time a medical certificate was required was a waste of resources.

10.3 Croatia (STW 31/10/1) considered that the United States' proposals presented a good basis for the development of the physical standards for entry-level seafarers which could be applied on an international basis and made proposals for amendments to the table annexed to document STW 31/10. Croatia also expressed the view that examination of physical abilities for entry-level seafarers should be performed as the last examination in the process of assessment of fitness for service at sea and that the medical examination should include examination by a psychologist and the use of a motion simulator to establish incidence of seasickness.

10.4 The Sub-Committee considered that different provisions should not apply to entry-level and in-service seafarers and did not consider psychological examination or the use of a motion simulator necessary. The Sub-Committee further noted the importance of the difference between physical standards, i.e. agility and stamina, and medical fitness i.e. freedom from disease.

#### **ILO/WHO Guidelines for conducting Pre-Sea and Periodic Medical Fitness Examination for Seafarers**

10.5 Croatia (STW 31/10/1) also expressed the view that, following their comprehensive review of the ILO/WHO Guidelines and comparison with the Croatian standards, some parts of the Guidelines should be amended. The Sub-Committee noted information provided by the observer from ILO that there were currently no plans to amend the Guidelines.

#### **Establishment of a working group**

10.6 The Sub-Committee agreed to establish a working group (WG1) under the chairmanship of Captain Chip Boothe (United States), and instructed it, using the provisional proposals in document STW 31/10 as the base document and, taking into account the comments in documents STW 31/10/1 and STW 31/10/2 and the discussion in plenary, to:

- .1 develop appropriate standards for inclusion in part B of the STCW Code including an appropriate reference to the ILO/WHO Guidelines (MSC 71/23, paragraph 6.13);
- .2 the working group was further instructed to:
  - .2.1 focus its attention primarily on physical abilities for entry-level seafarers;
  - .2.2 develop guidance on the application of physical ability standards to in-service seafarers;
  - .2.3 report any relevant comments on medical standards; and



- .2.4 make recommendations on future work to be undertaken by WHO/ILO and IMO.

10.7 Having received the working group's report (STW 31/WP.2) the Sub-Committee took action as summarised hereunder.

10.8 The Sub-Committee considered that it was important to make the physical ability standards practical so that they were easily understood and applied by medical examiners, seafarers themselves, employers and those responsible for training in the evaluation of physical capability of individuals to engage in specified training and emergency drills. The Sub-Committee developed a draft table B-I/9-2 on Guidance on assessment of minimum entry-level and in-service physical abilities for seafarers and proposed consequent amendments to Part B of the STCW Code.

10.9 The Sub-Committee further considered that Administrations should, in addition to these standards, consider the ILO/WHO Guidelines for Conducting Pre-Sea and Periodic Medical Fitness Examinations for Seafarers in establishing standards or providing guidance to competent medical examination authorities and, accordingly specific reference to these Guidelines had been developed for inclusion within section B-I/9, paragraph 1 of the STCW Code to give effect to the decision of the Sub-Committee.

10.10 The Sub-Committee, while recognizing the valuable contribution made to maritime safety and the health of seafarers by the use of the ILO/WHO Guidelines, considered that the Guidelines should be subject to revision in order to take into full account the issue of physical ability and any other aspects of safety and health which may be considered appropriate in light of experience in the use of the Guidelines. The Sub-Committee therefore invited the Maritime Safety Committee to invite the Secretary-General to inform the Directors General of the ILO and WHO of the guidance adopted by IMO on physical ability standards.

10.11 The Sub-Committee invited the Committee to approve the draft amendments to section B-I/9 of the STCW Code (items 3 to 9 in annex 3), and to delete this item from its work programme.

## **11 IMO STANDARD MARINE COMMUNICATION PHRASES (SMCP)**

11.1 The Sub-Committee noted (STW 31/2/1, paragraph 1.4 and STW 31/11) that NAV 45 had given initial consideration to the results of trials with SMCPs on the basis of information thus far received by the Secretariat from Chile, Croatia, Germany, Iceland, Italy, Ukraine, Hong Kong, China and ISF (NAV 45/13). The Sub-Committee also noted that MSC 71 had instructed NAV 45 to include, in its provisional agenda for NAV 46, an item on "IMO Standard Marine Communication Phrases"; accordingly NAV 45 had also requested comments and proposals from Members for more detailed consideration at NAV 46 (July 2000) and COMSAR 4 had deferred its consideration of SMCPs until COMSAR 5 (December 2000).

11.2 Croatia (STW 31/11/1) reported that IMO Standard Marine Communication Phrases had been disseminated to English language departments throughout Croatia and had therefore been made familiar to all Croatian MET establishments. Croatia considered, however, that the SMCP 1997 is primarily a reference book and that there was an urgent need for the elaboration of an internationally acceptable course book which should take into consideration the differences of SMCP language standards and the forms of language used in real spoken and written maritime communications, possibly through an extended or improved version of Seaspeak which was a recognized aid to maritime communications.

11.3 ISF (STW 31/11/2) noted the additional emphasis that had been given to proficiency in English language by the ISM Code and STCW 95. However, having studied the draft SMCP with

care, ISF expressed concern about the length of the draft SMCP and expressed doubts about the practical benefits of using the SMCP, in its current form, as a key teaching material in maritime training institutions. ISF therefore proposed that the draft SMCP should be made considerably shorter and that it should be restructured to provide a clear distinction between vocabulary to be used for external communications and those phrases which may be useful for internal communications. In addition, ISF proposed that the foreword to the SMCP should make clear that the references to SMCP in STCW 95 only refer to those sections which revise the SMNV (i.e. the sections relevant to *external* communications) and the phrases that may be useful for *internal* communication on board ship may be used by English language teachers but were not expected to be learned on a phrase-by-phrase basis by seafarers. ISF also proposed that the entire SMCP be subjected to a detailed review *on a line-by-line basis*, during the meeting of a working group to be established at NAV 46, so that all inappropriate use of English could be corrected.

11.4 The Sub-Committee recognised the importance of the SMCPs and considered the proposals made by ISF as helpful and agreed that the SMCP should be divided into two sections to distinguish between vocabulary to be used for external communications (as in the current SMNV) and those phrases to be used for internal communications. The Sub-Committee noted that the competence in Table A-II/1 included an ability to use the SMNV as replaced by the SMCP and some delegations considered that certain essential phrases concerning such issues as shiphandling and safety of navigation should, in addition to the external communications vocabulary, be identified when re-organising the SMCP.

11.5 The Sub-Committee noted that the draft IMO model course on Maritime English made reference to the SMCPs and therefore there was no need for a separate course book. The Sub-Committee further noted that the SMCP should be an indispensable part of any curriculum which was designed to meet the corresponding STCW requirements. The Sub-Committee also noted that the SMCP was relevant to the provision in the draft revised chapter V pertaining to the use of English on the bridge.

11.6 The Sub-Committee agreed with ISF that the SMCP should be subject to a thorough review on a line-by-line basis and that the NAV Sub-Committee was the appropriate body to undertake the work. Noting the importance of the SMCPs, the Sub-Committee urged NAV 46 to complete the work and invited the Committee to give appropriate instructions. The Sub-Committee invited Member Governments to submit results of any trials of SMCPs to NAV 46 and recommended that experts in the provision of maritime English training be encouraged to participate.

11.7 The Sub-Committee considered that, on completion of the review of SMCPs by NAV, it should clarify the use of the SMCPs to meet the requirements in Table A-II/1 and, noting the target completion date on this item is 2000, invited the Committee to extend the target date to 2001.

11.8 The delegation of Germany informed the Sub-Committee that Prof. Dr. Trenkner, former chairman of the SMCP drafting group, would welcome any relevant comments on the SMCPs so they may be considered in preparation for the forthcoming NAV session.\*

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## **12 DEVELOPMENT OF REQUIREMENTS FOR TRAINING IN BALLAST WATER MANAGEMENT**

12.1 The Sub-Committee noted that the Committee, at its seventy-first session (STW 31/2), had endorsed the Sub-Committee's decision that, subject to the development of a new instrument by the MEPC, it should prepare appropriate amendments to the STCW Convention on training in ballast water management. The MEPC (STW 31/2/2) had endorsed the view of STW 30 that incorporating provisions on training and education in a new IMO instrument would create an undesirable precedent which might eventually undermine the integrity of the STCW Convention and therefore training of seafarers on ballast water management should be covered by the STCW Convention and had instructed the Ballast Water Working Group accordingly.

12.2 The United States suggested that the following items should be considered whenever the Sub-Committee developed training requirements for ballast water management:

- .1 the purpose of ballast water management;
- .2 the elements of separation technology;
- .3 the elements of a ship pumping plan;
- .4 stability requirements;
- .5 operational and environmental considerations.

12.3 The Sub-Committee noted that work in the MEPC on the development of an instrument on ballast water management was continuing and therefore this item should be retained in its work programme and the target completion date extended to 2002.

## **13 DEVELOPMENT OF GUIDELINES FOR SHIPS OPERATING IN ICE-COVERED WATERS**

13.1 The Sub-Committee noted that the Committee, at its seventy-first session (STW 31/2), had agreed that each sub-committee should conduct a thorough review of the parts of the guidelines falling under its purview to determine what value was being added by establishing the proposed requirements, whether the issues in the guidelines were addressed elsewhere, and the implications of such requirements.

13.2 The delegation of Canada informed the Sub-Committee that it had submitted a document to DE which had made significant changes in content and scope to the original Code in the form of guidelines which included references to the Ice Navigator. The Sub-Committee recalled that it had provided preliminary comments on this issue at its thirtieth session (STW 30/13, paragraph 8.3). The Sub-Committee reviewed its previous comments and decided that further work should be deferred until the new draft guidelines had been examined by DE. Accordingly, the Committee was invited to extend the target completion date for this item to 2001.

## **14 WORK PROGRAMME AND AGENDA FOR STW 32**

14.1 Taking into account the progress made during the session and the instructions of the Committee, the Sub-Committee reviewed its work programme (STW 31/WP.1, annex 1), as approved by MSC 71, and prepared the draft revised work programme, given at annex 10, for consideration and approval by the Committee.

14.2 The Sub-Committee recommended deletion from its work programme of the following items:

**H.3 Follow-up action to the 1995 STCW Conference:**

- .2 review of chapter VII
- .6 guidance on arrangements between Parties to implement regulation I/10
- .7 guidance on maintenance of records relating to basic training

**H.4 Follow-up action to the 1995 STCW-F Conference:**

- .1 guidelines and recommendations based on the STCW Code specifically addressed to personnel on fishing vessels, including:
  - watchkeeping; and
  - prevention of fatigue (resolution 3)

**H.6 Medical standards for seafarers**

14.3 The Committee was invited to extend the target completion date in the Sub-Committee's work programme of the following items as follows:

- |     |  |      |
|-----|--|------|
| H.1 | <b>Training and certification of maritime pilots and revision of resolution A.485(XII)</b><br>(in co-operation with NAV)                             | 2001 |
| H.2 | <b>IMO Standard Marine Communication Phrases</b> (co-ordinated by NAV)   | 2001 |
| H.3 | <b>Follow-up action to the 1995 STCW Conference</b>  |      |
|     | .1 guidance regarding recognition of certificates (regulation I/10)  | 2001 |
| H.4 | <b>Follow-up action to the 1995 STCW-F Conference</b>  |      |
|     | .2 guidance on training, certification and watchkeeping standards for fishing vessel personnel serving on board large fishing vessels (resolution 6) | 2001 |

.3	requirements for officers in charge of an engineering watch and watchkeeping provisions (resolution 7)	2001
H.5	<b>Unlawful practices associated with certificates of competency</b>	2001
L.1	<b>Development of guidelines for ships operating in ice-covered waters</b>	2001
L.3	<b>Development of guidance on training in the use of ECDIS</b>	2001

14.4 When considering matters that could be further undertaken in its work programme by the Sub-Committee, some delegations supported the idea that guidelines and/or amendments to the Convention as appropriate should also govern the use of information submitted by Parties under article IV, and section A-I/7, paragraphs 3 and 8.3. The Committee was invited to include new items in the Sub-Committee's work programme with target completion dates as indicated:

L.4	<b>Review of implementation of chapter VII</b>	2002
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and to amend the title of item 1 to read: Validation of model training courses.

14.5 The Sub-Committee considered the draft provisional agenda to STW 32 (STW 31/WP.1, annex 2), in accordance with the agenda management procedure and agreed to the provisional agenda for STW 32 as set out at annex 11 for approval by MSC 72.

#### **Date of the next session**

14.6 The Sub-Committee noted that its thirty-second session had tentatively been scheduled to be held from 22 to 26 January 2001.

### **15 ELECTION OF CHAIRMAN AND VICE-CHAIRMAN FOR 2001**

15.1 In accordance with the Rules of Procedure of the Maritime Safety Committee and its subsidiary bodies, the Sub-Committee unanimously re-elected Mr. C. Young (United States) as Chairman and Mr. K.H.K. Rangan (Singapore) as Vice-Chairman for the year 2001.

### **16 ANY OTHER BUSINESS**

#### **Dispensations issued under article VIII**

16.1 The Sub-Committee considered and noted information on the submissions made by Parties in accordance with article VIII of the Convention on the dispensations granted by them in the years 1997 and 1998 (STW 31/12).

#### **Standards for training and certification of VTS personnel**

16.2 The Sub-Committee recalled that the Committee, at its seventy-first session, had referred document MSC 70/20/11 to the Sub-Committee to provide advice, as appropriate, on the proposed addition of a footnote to resolution A.857(20) referring to IALA recommendations related to training and certification of VTS personnel. The Sub-Committee considered that the best way of

promulgating the information was by an MSC circular and invited the Committee to approve the draft MSC circular on IALA Recommendation V-103 on Standards for Training and Certification of VTS Personnel (annex 12).

16.3 The Sub-Committee noted the two model courses submitted by IALA (STW31/INF.4) and also noted progress on development of a third model course.

### **Expressions of condolences**

16.4 The Committee was informed with regret of the untimely death of Mr. Arnt Aidjervi (Norway) who, as a member of the Secretariat, had made a valuable contribution to the work of the Organization during the revision of the STCW Convention and subsequently attended meetings as a member of the Namibian delegation, and expressed its condolences to his family, friends and colleagues.

### **Expressions of appreciation**

16.5 The Sub-Committee expressed its appreciation to the following regular delegates to the STW Sub-Committee who had recently relinquished their duties or were transferred to other duties, for their invaluable contribution to its work and wished them every success in their future endeavours:

- Rear Admiral D.A.J. Cancela (Argentina) (on return home); and
- Mr. Soeharto (Indonesia) Alternate Permanent Representative to IMO (on return home).

## **17 ACTION REQUESTED OF THE COMMITTEE**

17.1 The Committee, at its seventy-second session, is invited to:

- .1 note the validation of seven IMO model courses which had been subject to review and updating as well as the validation of six IMO model courses which were either new or had been subject to major revision, as listed at the annex to document STW 31/3; and instruct the Secretariat to publish them as soon as practicable (paragraphs 3.3 and 3.8);
- .2 endorse the Sub-Committee's decision to review the current procedures and guidance used in the development and updating of model courses and to amend the item in its work programme accordingly (paragraphs 3.10 and 14.4);
- .3 adopt the proposed amendments to part B of the STCW Code aiming at consolidating the guidance previously issued as clarifications in STCW.7 circulars (paragraphs 5.27 and 10.11 and annex 3);
- .4 approve the draft Assembly resolution on Assembly resolutions superseded by the 1995 amendments to the 1978 STCW Convention (paragraph 5.28 and annex 4);
- .5 approve the draft MSC circular on MSC circulars superseded by the 1995 amendments to the 1978 STCW Convention, for submission to the twenty-second Assembly for adoption (paragraph 5.28 and annex 5);

- .6 note the provisional draft guidance on the preparation and review of independent evaluations required by STCW regulation I/8 and section A-I/7 of the STCW Code (paragraphs 5.29 and 5.30 and annex 6);
- .7 approve the draft MSC circular on Guidance on arrangements between Parties to allow for the recognition of certificates under STCW regulation I/10 (paragraph 5.32 and annex 7);
- .8 note the progress report on the research into unlawful practices associated with certificates of competency (paragraphs 6.3 to 6.6);
- .9 endorse the Sub-Committee's decision to instruct the Secretariat to update circular STCW95/Circ.1 and to explore the feasibility of including in the IMO website information on e-mail addresses of Administrations responsible for providing information on certificates (paragraph 6.14);
- .10 note the amendments to the draft FAO/ILO/IMO Document for Guidance on Fishermen's Training and Certification agreed by the Sub-Committee and approve the revised Document for Guidance (paragraphs 7.9 and 7.13 and annex 8);
- .11 instruct the Secretariat to publish, in conjunction with FAO and ILO, the revised Document for Guidance (paragraph 7.13);
- .12 approve the draft MSC circular on Officers in charge of an engineering watch and engineering watchkeeping provisions (paragraph 7.12 and annex 9);
- .13 endorse the Sub-Committee's decision to request the FSI Sub-Committee, when identifying factors for consideration by the STW Sub-Committee, to provide examples so that the Sub-Committee is made aware of the lessons to be learned (paragraph 8.3);
- .14 approve the revised work programme of the Sub-Committee (paragraphs 14.1 to 14.4 and annex 10);
- .15 approve the draft provisional agenda for STW 32 (paragraph 14.5 and annex 11); and
- .16 approve the draft MSC circular on IALA standards for training and certification of vessel traffic service (VTS) personnel (paragraph 16.2 and annex 12);
- .17 approve the report in general.

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## ANNEX 1

## AGENDA FOR THE THIRTY-FIRST SESSION INCLUDING A LIST OF DOCUMENTS

**Agenda item 1 - Adoption of the Agenda**

STW 31/1 Rev. 1	Secretariat	Provisional agenda
STW 31/1/1	Secretariat	Annotated agenda
STW 31/1/1/Add.1	Secretariat	Provisional timetable
STW 31/INF.1	Secretariat	List of participants

**Agenda item 2 - Decisions of other IMO bodies**

STW 31/2	Secretariat	Decisions of MSC 71
STW 31/2/1	Secretariat	Decisions of Sub-Committees
STW 31/2/2	Secretariat	Decisions of MEPC 43

**Agenda item 3 - Validation of model training course content**

STW 31/3	Secretariat	Update on progress
STW 31/INF.2 and addenda	Secretariat	Draft Model Courses as revised, including: Maritime English, Crowd Management, Crisis Management, Fast Rescue Boats, Personal Safety and Social Responsibility, Examination, Assessment and Certification of Seafarers
STW 31/WP.3	Drafting Group	Report of the Drafting Group

**Agenda item 4 - Training and certification of maritime pilots and revision of resolution A.485(XII)**

STW 31/4	Secretariat	Draft proposals (from STW 29 and NAV 45)
STW 31/4/1	ICS and others	Proposal on detailed guidance on the operational aspects of pilotage

**Agenda item 5 - Follow-up action to the 1995 STCW Conference**

STW 31/5		Not used
STW 31/5/1	Secretariat	Proposal for consolidation of clarifications in STCW.7 circulars for inclusion in part B of the Code
STW 31/5/2	Secretariat	Proposal for certain Assembly resolutions and MSC circulars to be revoked and consolidated text of those which are of relevance consolidated text of those which are of relevance to training of personnel to which the Convention is not applicable

STW 31/5/3	Singapore	Guidance on the preparation and review of independent evaluations including possible action by the Committee
STW 31/5/4	United States	Guidance on implementation of regulation I/10
STW 31/5/5 and Corr.	United Kingdom	Interpretation and training and certification under regulation III/2
STW 31/5/6	Croatia	Maintenance of records relating to approved seagoing service
STW 31/5/7	Germany	Guidance on preparation and review of independent evaluations
STW 31/5/8	Denmark	Guidance on preparation and review of independent evaluations
STW 31/5/9	ISF	Guidance on implementation of regulation I/10
STW 31/INF.3	China	Guidance on implementation of regulation I/10
STW 31/WP.5	Working Group	Report of the Working Group

**Agenda item 6 - Unlawful practices associated with certificates of competency**

STW 31/6	Secretariat	Update on developments on the research study
STW 31/6/1	Vanuatu	Fraudulent certificates and preventive measures
STW 31/6/2	Secretariat	International certificates database
STW 31/6/3	Vanuatu	Fraudulent certificates and preventive measures
STW 31/6/4	ISF	International certificates database
STW 31/6/5	Spain	Unlawful practices associated with certificates of competency

**Agenda item 7 - Follow-up action to the 1995 STCW-F Conference**

STW 31/7	Secretariat	Draft Document for Guidance
STW 31/7/1	ILO	ILO's Tripartite Meeting on Safety and Health in the Fishing Industry
STW 31/WP.4	Working Group	Report of the Working Group

**Agenda item 8 - Casualty analysis**

FSI 7/6/3	Correspondence Group	Report of the Correspondence Group on casualty analysis
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**Agenda item 9 - Development of guidance on training in the use of ECDIS**

STW 31/9	Russian Federation	Guidance on training and assessment in the operational use of the electronic charts simulator
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**Agenda item 10 - Medical standards for seafarers**

STW 31/10	Secretariat	Provisional proposals for physical abilities for entry-level seafarers
STW 31/10/1	Croatia	Comments on development of appropriate medical standards for seafarers
STW 31/10/2	Finland	Proposal for physical abilities for seafarers
STW 31/WP.2	Working Group	Report of the Working Group

**Agenda item 11 - IMO standard marine communication phrases**

STW 31/11	Secretariat	Update on results of trials
STW 31/11/1	Croatia	Results of experimental use of SMCPs
STW 31/11/2	ISF	Further comments on draft SMCP

**Agenda item 12 - Development of requirements for training in ballast water management**

No documents submitted

**Agenda item 13 - Development of guidelines for ships operating in ice-covered waters**

No documents submitted

**Agenda item 14 - Work programme and agenda for STW 32**

STW 31/WP.1	Secretariat	Provisional work programme and draft agenda for STW 31
No documents submitted		

**Agenda item 15 - Election of Chairman and Vice-Chairman for 2001**

No documents submitted

**Agenda item 16 - Any other business**

STW 31/16	Secretariat	Dispensations
STW 31/INF.4	IALA	Standards for Training and Certification of VTS personnel
MSC 70/20/11	IALA	Standards for Training and Certification of VTS personnel

**Agenda item 17 - Report to the Maritime Safety Committee**

STW 31/WP.6	Secretariat	Draft Report
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## ANNEX 2

## AMENDMENTS TO DRAFT IMO MODEL COURSES

**CROWD MANAGEMENT, PASSENGER SAFETY AND SAFETY TRAINING FOR PERSONNEL PROVIDING DIRECT SERVICES TO PASSENGERS IN PASSENGER SPACES**Page 1      **Introduction**

**Paragraph 1, first sentence, replace** "maritime training institutes" by "training providers".

**Paragraph 2, second sentence, should read as follows:** Nor is it the intention to substitute the instructor's presence with audiovisual or "programmed" material.

**Paragraph 7 should read as follows:** Adjustment of the course objectives, scope and content may also be necessary if within the respective maritime industry the trainees completing the course are to undertake duties which differ from the course objectives specified in the model course.

Page 4      **Responsibilities of Administrations**

In the paragraph text, **replace** "colleges and academies" with "training providers".

Page 6      **Training facilities and equipment**

**Replace** second paragraph with the following text:

The practical training required by the regulation is ship specific, therefore, whilst the theory may be conducted in a classroom or lecture room ashore or on board, practical training and exercises should be held on board ship and documented in accordance with Regulation V/2 paragraph 4, Regulation I/14 and Section A-I/14.

Page 6      **Teaching Aids (A)**

**Insert** the following new sentence after Videotel Marine International Limited address:

Audio-visual examples listed above may be substituted by other similar audio-visual material at the discretion of the training provider and Administration.

Pages 6/7      **IMO references (R)**

**Insert** the following Internet websites after IMO website:

W1      **DNV-STCW 95 Training and Qualification Support**  
<http://www.dnv.com/stcw/Rev1/>

- W2     **USCG STCW Home Page**  
<http://www.uscg.mil/STCW/index.htm>
- W3     **USCG Exam Question Bank**  
<http://www.uscg.mil/hq/g-m/marpers/examques/index.htm>
- W4     **USCG NVICs published in the 90s**  
<http://www.uscg.mil/hq/g-m/nvic/index90.htm>
- W5     **ILO Sectoral Activities: Shipping**  
<http://www.ilo.org/public/english/100secto/sectors/mariti.htm>
- W6     **ILO Database of International Labour Standards**  
<http://ilolex.ilo.ch:1567/public/english/50normes/infleg/iloeng/index.htm>
- W7     **PC Maritime Ltd**  
<http://www.pcmaritime.co.uk/comm/index.htm?/comm/products.htm>
- W8     **MARINTEK - Information Technology**  
<http://www.marintex.sintef.no/mt23doc/mitd/programme/b2-98m.html>

Pages 10 and 13     **Change as follows:**

Add footnote to column header stating:

Shipboard Practical Exercise Hours may be accomplished as a part of ship-specific familiarization training.

Page 67     **Amend Specimen certificate as follows:**

Remove vessel name from certificate as drafted. On reverse side of certificate show four columns for vessel name, IMO number, date of training and Master's signature.

## **CRISIS MANAGEMENT AND HUMAN BEHAVIOUR TRAINING INCLUDING PASSENGER SAFETY, CARGO SAFETY AND HULL INTEGRITY TRAINING**

Page 1     **Introduction**

**Paragraph 1, first sentence, replace:** "maritime training institutes" by "training providers".

**Paragraph 2, second sentence, should read as follows:** Nor is it the intention to substitute the instructor's presence with audiovisual or "programmed" material.

**Paragraph 7 should read as follows:** Adjustment of the course objectives, scope and content may also be necessary if within the respective maritime industry the trainees completing the course are to undertake duties which differ from the course objectives specified in the model course.

Page 4      **Responsibilities of Administrations**

In the paragraph text, **replace** "colleges and academies" with "training providers".

Page 6      **Teaching facilities and equipment**

**Paragraph 1, first sentence, should read as follows:** For tutorial sessions in an ordinary classroom ashore, or lounge, messroom or cinema onboard should be provided for instruction.

**Training facilities and equipment**

**Replace** second paragraph with the following text:

The practical training required by the regulation is ship specific. The theoretical portion may be conducted in a classroom or lecture room ashore or on board, practical training and exercises should be held on board ship and documented in accordance with Regulation V/2 paragraph 4, Regulation I/14 and Section A-I/14.

Page 6      **Teaching Aids (A)**

**Insert** the following sentence after Videotel Marine International Limited address:

Audio-visual examples listed above may be substituted by other similar audio-visual material at the discretion of the training provider and administration.

Page 7      **IMO references (R)**

**Insert** the following Internet websites after IMO references:

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<http://www.uscg.mil/STCW/index.htm>
- W3      **USCG Exam Question Bank**  
<http://www.uscg.mil/hq/g-m/marpers/examques/index.htm>
- W4      **USCG NVICs published in the 90s**  
<http://www.uscg.mil/hq/g-m/nvic/index90.htm>
- W5      **ILO Sectoral Activities: Shipping**  
<http://www.ilo.org/public/english/100secto/sectors/mariti.htm>
- W6      **ILO Database of International Labour Standards**  
<http://ilolex.ilo.ch:1567/public/english/50normes/infleg/iloeng/index.htm>

- W7     **PC Maritime Ltd**  
<http://www.pcmaritime.co.uk/comm/index.htm?/comm/products.htm>
- W8     **MARINTEK - Information Technology**  
<http://www.marintex.sintef.no/mt23doc/mitd/programme/b2-98m.html>

Pages 10, 11  
and 14     **Insert footnote:**

Shipboard Practical Exercise Hours may be accomplished as a part of ship-specific familiarization training.

Page 11     **Course Outline - Continued**

**Copy** the entire header against Crisis Management and Human Behaviour Training and **amend** the third column to read as follows: Shipboard/Shore Practical Exercise Hours.

Page 14     **Course Outline**

**Copy** the entire header against Crisis Management and Human Behaviour Training and **amend** the third column to read as follows: Shipboard/Shore Practical Exercise Hours.

Pages 90  
and 91     **Amend Specimen certificate as follows:**

Remove vessel name from certificate as drafted. On reverse side of certificate show four columns for vessel name, IMO number, date of training and Master's signature.

## **PROFICIENCY IN FAST RESCUE BOATS**

Page 1     **Introduction**

**Paragraph 1, first sentence, replace** "maritime training institutes" by "training providers".

**Paragraph 2, second sentence, should read as follows:** Nor is it the intention to substitute the instructor's presence with audiovisual or "programmed" material.

**Paragraph 6 should read as follows:** Adjustment of the course objectives, scope and content may also be necessary if within the respective maritime industry the trainees completing the course are to undertake duties which differ from the course objectives specified in the model course.

Page 3     **Responsibilities of Administrations**

In the paragraph text, **replace** "colleges and academies" with "training providers".



Page 4

## **Course Certificate**

**Paragraph 1, first sentence, replace** "document" with "certificate".

**Paragraph 2 should read as follows:** Such a certificate may be issued only by centres approved by the Administration.

Pages 4/5

## **Training facilities and equipment**

**Replace** second paragraph on Page 5 with the following text:

The practical lessons require access to open waters where a variety of sea states may be encountered.

**Replace** third paragraph on Page 5 with the following text:

The following items of equipment are required:

- .1 one approved fast rescue boat complying with chapter V of LSA Code;
- .2 one set of davits to house the fast rescue boat, sited so as to allow launching into the water;
- .3 one portable hoist unit suitable for recovery of the fast rescue boats;
- .4 one approved survival craft/rescue boat/fast rescue boat with inboard motor engine and a set of oars with a set of launching davits to house the boat positioned so as to allow launching into the water;
- .5 one portable hoist unit suitable for recovery of boats;
- .6 sufficient dry suits and wet suits, lifejackets for all trainees, instructors for survival craft and fast rescue boats, thermal protective aids, anti-exposure suit;
- .7 three 2-way radiotelephones approved for use in the boats and shore rescue team;
- .8 one helicopter rescue sling;
- .9 one complete set of fast rescue boats equipment;
- .10 one complete set of equipment for boat listed in item .4 above;
- .11 one stretcher of suitable type for use in exercises; and
- .12 safety/first aid equipment comprising:
  - standby rescue boat
  - first aid kit
  - stretcher
  - resuscitation kit with oxygen/suction unit.

Page 6      **Teaching Aids (A)**

**Insert** the following sentence after Videotel Marine International Limited address:

Audio-visual examples listed above may be substituted by other similar audio-visual material at the discretion of the training provider and administration.

Page 6      **IMO references (R)**

**Insert** the following Internet websites after IMO website:

- W1      **DNV-STCW 95 Training and Qualification Support**  
<http://www.dnv.com/stcw/Rev1/>
- W2      **USCG STCW Home Page**  
<http://www.uscg.mil/STCW/index.htm>
- W3      **USCG Exam Question Bank**  
<http://www.uscg.mil/hq/g-m/marpers/examques/index.htm>
- W4      **USCG NVICs published in the 90s**  
<http://www.uscg.mil/hq/g-m/nvic/index90.htm>
- W5      **ILO Sectoral Activities: Shipping**  
<http://www.ilo.org/public/english/100secto/sectors/mariti.htm>
- W6      **ILO Database of International Labour Standards**  
<http://ilolex.ilo.ch:1567/public/english/50normes/infleg/iloeng/index.htm>
- W7      **PC Maritime Ltd**  
<http://www.pcmaritime.co.uk/comm/index.htm?/comm/products.htm>
- W8      **MARINTEK - Information Technology**  
<http://www.marintex.sintef.no/mt23doc/mitd/programme/b2-98m.html>

**MARITIME ENGLISH**

**Contents**

On second page of contents section, after Core Section 2

Part C: Detailed Teaching Syllabus;

**Insert the following sub-section:**

**Core Section 1 and Core Section 2**

Page 1      **Introduction**

**Paragraph 1, first sentence, replace:** "maritime training institutes" by "training providers".

**Paragraph 2, second sentence, should read as follows:** Nor is it the intention to substitute the instructor's presence with audiovisual or "programmed" material.

Page 2      **Use of the model course**

**Paragraph 3 should read as follows:** Adjustment of the course objectives, scope and content may also be necessary if within the respective maritime industry the trainees completing the course are to undertake duties which differ from the course objectives specified in the model course.

Page 4      **Responsibilities of Administrations**

In the paragraph text, **replace** "colleges and academies" with "training providers".

**PERSONAL SAFETY AND SOCIAL RESPONSIBILITY**

Page 1      **Introduction**

**Paragraph 1, first sentence, replace:** "maritime training institutes" by "training providers".

**Paragraph 2, second sentence, should read as follows:** Nor is it the intention to substitute the instructor's presence with audiovisual or "programmed" material.

**Paragraph 6 should read as follows:** Adjustment of the course objectives, scope and content may also be necessary if within the respective maritime industry the trainees completing the course are to undertake duties which differ from the course objectives specified in the model course.

Page 3      **Responsibilities of Administrations**

In the paragraph text, **replace** "colleges and academies" with "training providers".

Page 4      **Course certificate or document**

**Replace** both paragraphs with the following text:

On successful completion of the course and demonstration of competence, a certificate may be issued certifying that the holder has met the standard of competence specified in Table A-VI/1-4 of STCW 1995.

Such a certificate may be issued only by centres approved by the Administration.

### **Staff requirements**

### **Delete second sentence**

#### Page 5 **Teaching Aids (A)**

**Insert** the following sentence after Videotel Marine International Limited address:

Audio-visual examples listed above may be substituted by other similar audio-visual material at the discretion of the training provider and administration.

#### Page 6 **IMO references (R)**

**Insert** the following Internet websites after IMO website:

- W1 **DNV-STCW 95 Training and Qualification Support**  
<http://www.dnv.com/stcw/Rev1/>
- W2 **USCG STCW Home Page**  
<http://www.uscg.mil/STCW/index.htm>
- W3 **USCG Exam Question Bank**  
<http://www.uscg.mil/hq/g-m/marpers/examques/index.htm>
- W4 **USCG NVICs published in the 90s**  
<http://www.uscg.mil/hq/g-m/nvic/index90.htm>
- W5 **ILO Sectoral Activities: Shipping**  
<http://www.ilo.org/public/english/100secto/sectors/mariti.htm>
- W6 **ILO Database of International Labour Standards**  
<http://ilolex.ilo.ch:1567/public/english/50normes/infleg/iloeng/index.htm>
- W7 **PC Maritime Ltd**  
<http://www.pcmaritime.co.uk/comm/index.htm?/comm/products.htm>
- W8 **MARINTEK - Information Technology**  
<http://www.marintex.sintef.no/mt23doc/mitd/programme/b2-98m.html>

### **ASSESSMENT, EXAMINATION AND CERTIFICATION OF SEAFARERS**

#### Page 1 **Introduction**

**Paragraph 1, first sentence, replace:** "maritime training institutes" by "training providers".

**Paragraph 2, second sentence, should read as follows:** Nor is it the intention to substitute the instructor's presence with audiovisual or "programmed" material.

Page 2      **Use of the model course**

**Paragraph 2 should read as follows:** Adjustment of the course objectives, scope and content may also be necessary if within the respective maritime industry the trainees completing the course are to undertake duties which differ from the course objectives specified in the model course.

**Use of the model course for the staff of training providers that conduct examinations on behalf of their Administrations**

**Replace** "establishments" with "providers"

**Insert** and 21 after 20.

Page 4      **Responsibilities of Administrations**

**Replace** paragraph with "Administrations should ensure that Training courses delivered by training providers are such as to ensure those completing training do meet the requirements of STCW Regulation I/6.2.

Page 6      **Course certificate, diploma or document**

**Change** title to "Course certificate"

In following paragraphs **replace** "document" by "certificate".

**Course intake limitations**

**First paragraph** to read as follows: To allow sufficient individual attention and effective participation, the course intake should be limited to 20. For group activities, the ratio of trainees to instructors should not exceed 10:1.

Page 7      **Staff requirement**

**Third paragraph to read:** Secretarial support may therefore be useful throughout the course.

**Teaching facilities and equipment**

**Replace** "black board" with "chalk board" and in last sentence **replace** "should with "may".

**Teaching Aids (A)**

**Insert** the following sentence after Videotel Marine International Limited address:

Audio-visual examples listed above may be substituted by other similar audio-visual material at the discretion of the training provider and administration.

Pages 9  
and 10

**Bibliography (B)**  
**Add the following reference B17**

Erik Raeng, *Assessing Seafarers' Competence*  
FAPE/MARTA  
Manila 1999  
Tel.: +632-635-4820  
Fax: +632-638-7961

Page 10

**Computer based programs (C)**

**Add the following reference**

**C3 Assessor Training**

Available from: Seagull A.S.  
Gamleveien 36  
P.O. Box 1062  
N-3194 Horten  
Norway  
Tel.: +47-330 47 930  
Fax: +47-330 46 279

Page 11

**Course outline**

**Insert** and 21 after 20.

\*\*\*

**ANNEX 3****DRAFT STCW.6 CIRCULAR****INTERNATIONAL CONVENTION OF STANDARDS OF TRAINING,  
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978****SEAFARERS' TRAINING, CERTIFICATION AND WATCHKEEPING CODE**

1 The Maritime Safety Committee, at its [seventy-second session (May 2000)] adopted amendments to part B of the STCW Code as follows:

1 Insert new paragraph 1 to section B-I/7 as follows:

“Parties are encouraged, when communicating information in accordance with article IV and regulation I/7 of the Convention, to include an index specifically locating the required information as follows:

**Index of Materials submitted in accordance with  
article IV and regulation I/7 of the STCW Convention**

**Article IV of the STCW Convention:**

**Location**

- |   |   |  |
|---|---|--|
| 1 | Text of laws, decrees, orders, regulations and instruments (article IV(1)(a)) |  |
| 2 | Details on study courses (article IV(1) (b))                                  |  |
| 3 | National examination and other requirements (article IV(1) (b))               |  |
| 4 | Specimen certificates (article IV(1) (c))                                     |  |

**Section A-I/7 of the STCW Code**

- |   |  |  |
|---|--|--|
| 5 | Information on Governmental organization (section A-I/7, paragraph 2.1)  |  |
| 6 | Explanation of legal and administrative measures (section A-I/7, paragraph 2.2)  |  |
| 7 | Statement of the education, training, examination, assessment and certification policies (section A-I/7, paragraph 2.3)  |  |
| 8 | Summary of the courses, training programmes, examinations, assessments by certificate (section A-I/7, paragraph 2.4)     |  |
| 9 | Outline of the procedures and conditions for authorizations, accreditations and approvals (section A-I/7, paragraph 2.5) |  |

**Location**

- 10 List of authorizations, accreditations and approvals granted  
(section A-I/7, paragraph 2.5)
  - 11 Summary of procedures for dispensations  
(section A-I/7, paragraph 2.6)
  - 12 Comparison carried out pursuant to regulation I/11  
(section A-I/7, paragraph 2.7)
  - 13 Outline of refresher and upgrading training mandated  
(section A-I/7, paragraph 2.7)
  - 14 Description of equivalency arrangements adopted pursuant to  
article IX (section A-I/7, paragraph 3.1)
  - 15 Summary of measures taken to ensure compliance with  
regulation I/10 (section A-I/7, paragraph 3.2)
  - 16 Specimen copy of safe manning documents issued to ships  
employing seafarers holding alternative certificates under  
regulation VII/1 (section A-I/7, paragraph 3.3)
  - 17 Report of results of evaluation(s) carried out pursuant to  
regulation I/8, and other information relating to such  
evaluations (section A-I/7, paragraph 4) "
- 2 Renumber existing text of section B-I/7 as paragraph 2.
- 3 Insert a new sentence at the end of paragraph 1 in section B-I/9 under MEDICAL  
EXAMINATION AND CERTIFICATION, as follows:
- “Those involved in establishing seafarer medical examination procedures should also  
take into account the guidance contained in the ILO/WHO publication “Guidelines  
for Conducting Pre-Sea and Periodic Medical Fitness Examinations for Seafarers”  
(ILO/WHO/D.2/1997).”
- 4 Replace existing paragraph 6 in section B-I/9 with new text, to read as follows:
- “6 In the absence of mandatory international medical standards for seafarers,  
Parties should regard the minimum in-service eyesight standards set out in table  
B-I/9-1, the minimum physical abilities standards set out in table B-I/9-2 and the  
provisions of paragraphs 7 to 11 hereunder as the minimum for safe operation of  
ships, as well as report casualties where poor eyesight or physical inabilities have  
contributed to such incidents.”



5 Replace existing paragraph 7 in section B-I/9 to include reference to the new table B-I/9-2 regarding minimum physical abilities for seafarers, as follows:

“7 Each Administration has the discretionary authority to grant a variance or waiver of any of the standards set out in tables B-I/9-1 and B-I/9-2 hereunder, based on an assessment of a medical evaluation and any other relevant information concerning an individual’s adjustment to the condition and proven ability to satisfactorily perform assigned shipboard functions. When considering a variance or waiver of eyesight standards, where the aided distant visual acuity of either eye is less than the standard in table B-I/9-1, the aided distant visual acuity in the better eye should be at least 0.2 higher than the standard indicated. The unaided distant visual acuity in the better eye should be at least 0.1.”

6 In paragraph 10 in section B-I/9, delete the word “visual”.

7 Replace paragraph 11 in section B-I/9 to read as follows:

“11 Notwithstanding these provisions, the Administration may require higher standards than those given in table B-I/9-1 or table B-I/9-2 below.”

8 Renumber existing table in section B-I/9 as B-I/9-1.

9 Insert new table B-I/9-2 after table B-I/9-1, as follows:

"Table B-I/9-2

**Guidance on assessment of minimum entry-level and in-service physical abilities for seafarers <sup>1,2,6</sup>**

<b>SHIPBOARD TASK, FUNCTION, EVENT OR CONDITION <sup>3</sup></b>	<b>RELATED PHYSICAL ABILITY</b>	<b>A MEDICAL EXAMINER should be satisfied that the candidate <sup>4,5</sup></b>
Routine movement on slippery, uneven and unstable surfaces; risk of injury	Maintain balance (equilibrium)	has no disturbance in sense of balance.
Routine access between levels; emergency response procedures	Climb up and down vertical ladders and stairways	is able without assistance, to climb up and down vertical ladders and stairways (inclined ladders).
Routine movement between spaces and compartments; emergency response procedures	Step over coamings (e.g., to 60 cm in height)	is able without assistance, to step over a high door sill (coaming).
Open and close watertight doors; hand cranking systems, open and close valve wheels; handle lines, use hand tools (i.e., spanners, fire axes, valve wrenches, hammers, screwdriver, pliers)	Manipulate mechanical devices (manual and digital dexterity, and strength)	is able to grasp, lift and manipulate various common shipboard tools; move hands/arms to open and close valve wheels in vertical and horizontal directions; rotate wrists to turn handles.
Access throughout ship; use tools and equipment; emergency response procedures must be followed promptly, including donning of life jacket or exposure suit	Move with agility	does not have any impairment or disease which could prevent his/her normal movement and physical activities.
Handle ship's stores; use tools and equipment; handle lines; follow emergency response procedures	Lift, pull, push and carry a load	does not have any impairment or disease which could prevent his/her normal movement and physical activities.
Overhead storage; opening and closing valves	Reach above shoulder height	does not have any impairment or disease which could prevent his/her normal movement and physical activities.
General ship's maintenance; emergency response procedures, including damage control	Crouch (lowering height by bending knees) Kneel (placing knees on ground) Stoop (lowering height by bending at the waist).	does not have any impairment or disease which could prevent his/her normal movement and physical activities
Emergency response procedures, including escape from smoke-filled spaces	Crawl (the ability to move the body with hands and knees). Feel (the ability to handle or touch to examine or determine differences in temperature)	does not have any impairment or disease which could prevent his/her normal movement and physical activities.
Stand a watch for a minimum of 4 hours	Stand and walk for extended periods	is able to stand and walk for extended periods
Access between spaces; follow emergency response procedures	Work in constricted spaces and move through restricted openings (e.g 60 cm x 60 cm)	does not have any impairment or disease which could prevent his/her normal movement and physical activities.
React to visual alarms, warnings, and instructions; emergency response procedures	Distinguish an object or shape at a certain distance	fulfils the eye-sight standards specified by the competent authority.
React to audible alarms and instructions; emergency response procedures	Hear a specified dB sound at a specified frequency,	fulfils the hearing capacity standards specified by the competent authority.
Make verbal reports or call attention to suspicious or emergency conditions	Describe immediate surroundings and activities, and pronounce words clearly	is capable of normal conversation

**Notes:**

1. The above table describes (a) ordinary shipboard tasks, functions, events and conditions, (b) a corresponding physical ability which is considered necessary for the safety of a seafarer who is living and working on board a ship at sea, and (c) a guideline for measuring the corresponding physical ability. Administrations should take these physical abilities into account when establishing medical fitness standards.
2. This table is not intended to address all possible shipboard conditions or potentially disqualifying medical conditions; and it should, therefore, be used only as general guidance. Administrations should determine the categories of seafarers who are subject to an assessment of physical ability for service on sea-going ships, taking into account the nature of shipboard work for which they will be employed. For example, full application of these guidelines may not be appropriate in the case of entertainers who are not assigned duties on the muster list. Also, special circumstances surrounding individual cases as well as any known risks of permitting the individual to be employed on board ship, and the extent to which a limited ability might be accommodated in a given situation, should be given full consideration.
3. The term “emergency response procedures” as used in this table is intended to cover all standard emergency response evolutions such as abandon ship and fire-fighting, as well as basic procedures to be followed by each seafarer to enhance his/her personal survival to avoid creating situations where special assistance from other crew members would be required.
4. The term “assistance” means the use of another person to accomplish the task.
5. If in doubt, the medical examiner should quantify the degree or severity of any disqualifying impairment by means of objective tests, whenever appropriate tests are available, or by referring the candidate for further assessment.
6. The ILO Medical Examination (Seafarers) Convention, 1946 (No. 73) provides, *inter alia*, that arrangements shall be made to enable a person who, after examination, has been refused a certificate to apply for a further examination by a medical referee or referees who shall be independent of any shipowner or of any organization of shipowners or seafarers."

- 10 Insert new paragraphs 15 and 16 in section B-I/9 as follows:

**“Development of a database for certificate registration**

15 In implementing the requirement in paragraph 4.1 of regulation I/9 of the revised STCW Convention for the maintenance of a register of certificates and endorsements, a **standard** database is not necessary provided that all the relevant information is recorded and available in accordance with regulation I/9.

16 The following items of information should be recorded and available either on paper or electronically in accordance with regulation I/9:

**.1 Status of certificate:**

Valid  
Suspended  
Cancelled  
Reported lost  
Destroyed

with a record of changes to status to be kept, including dates of changes.

**.2 Certificate details:**

Seafarer's name  
Date of birth  
Nationality  
Sex  
Preferably a photograph  
Relevant document number  
Date of issue  
Date of expiry  
Last revalidation date  
Details of dispensation(s)

**.3 Competency details:**

STCW competency standard (e.g. regulation II/1)  
Capacity  
Function  
Level of responsibility  
Endorsements  
Limitations

**.4 Medical details:**

Date of issue of latest medical certificate relating to the issue or revalidation of the appropriate certificate.”

- 11 Insert after Tables B-I/9-1 and B-I/9-2 a new table B-I/9-3 as follows:

**"Table B-I/9-3**

**LIST OF CERTIFICATES OR DOCUMENTARY EVIDENCE REQUIRED  
UNDER THE STCW CONVENTION**

The list below identifies all certificates or documentary evidence in the Convention which authorize the holder to serve in certain functions on board ships. The certificates are subject to the requirements of regulation I/2 regarding language and their availability in original form. The list also references the relevant regulations and the requirements for endorsement and registration (regulation I/9).

Regulations	Certificate or documentary evidence (Brief description)	Endorsement required	Registration required
II/1, II/2, II/3, III/1, III/2, III/3, IV/2,V/1,VII/2	appropriate certificate for Master, officers and radio personnel	yes	yes
II/4, III/4	ratings duly certificated to be a part of a navigational or engine room watch	no	yes, as appropriate
V/1	"ratings assigned to specific duties ..... on tankers"	no	yes, as appropriate
V/2	"training requirements for personnel serving on ro-ro passenger ships"	no	no
V/3	"training requirements for personnel serving on passenger ships other than ro-ro passenger ships"	no	no
VI/2	"a certificate of proficiency in survival craft, rescue boats ..... and fast rescue boats"	no	no
VI/3	"training in advanced fire fighting"	no	no
VI/4	"training relating to medical first aid and medical care"	no	no

- 12 Insert new paragraph in section B-I/10 as follows:

"Training carried out under the STCW Convention which does not lead to the issue of an appropriate certificate and on which information provided by a Party is found by the Maritime Safety Committee to give full and complete effect to the Convention in accordance with regulation I/7 paragraph 2, may be accepted by other Parties to the Convention as meeting the relevant training requirements thereof ."

- 13 Insert new table B-I/11 as follows:

"Table B-I/11

**TABLE OF DIFFERENCES BETWEEN STCW 78 CERTIFICATION REQUIREMENTS  
AND STCW 95 CERTIFICATION REQUIREMENTS**

Certificate or training	STCW 78 certificate requirements	STCW 95 certificate					
		Requirements	Amendments apply to	Implementation dates	Certificate required	Revalidation of training required <sup>1</sup>	Revalidation of certification required <sup>2</sup>
Master and deck officer certificate of competency	Reg. II/2 to II/5	Reg. II/1 to II/3 + Chapter IV	Masters and officers with STCW 78 certificates and 1995 certificates		Yes	Yes, or service.  Updating as appropriate for those with STCW 78 certificates (completed before 2002)	Yes
Deck rating	Reg. II/6	Reg. II/4	Rating designated to watchkeeping duties		Yes	No	No
Chief engineer and engineer officer certificate of competency	Reg. III/2 to III/5	Reg. III/1 to III/3	Chief engineer and engineer officers with STCW 78 certificates and STCW 95 certificates		Yes	Yes, or service. Updating as appropriate for those with STCW 78 certificates (completed before 2002)	Yes
Engine room rating	Reg. III/6		Ratings designated to watchkeeping duties under STCW 78 Convention	In force now (until 1 Feb.2002)	No	No	No

Certificate or training	STCW 78 certificate requirements	STCW 95 certificate					
		Requirements	Amendments apply to	Implementation dates	Certificate required	Revalidation of training required <sup>1</sup>	Revalidation of certification required <sup>2</sup>
		Reg. III/4	Rating designated to watchkeeping duties under STCW 95 Convention		Yes	No	No
Radio personnel	Chapter IV, as amended GMDSS ships	Chapter IV GMDSS ships	Radio personnel on GMDSS ships (also required under reg. II/1 and VII/1)		Yes	Yes or service	Yes
	Non-GMDSS ships	Non-GMDSS ships	Non-GMDSS ships as per Radio Regulation		Yes as per Radio Regulations	No	No
Training for personnel on ro-ro passenger ships	None	Reg. V/2	Master, officers and other personnel serving in ro-ro passenger ships on international voyages	1 February 1997	Documentary evidence	Refresher training as appropriate	Documentary evidence required, as appropriate
Training for personnel on passenger ships other than ro-ro ships	None	Reg. V/3	Master, officers and other personnel serving in ro-ro passenger ships on international voyages	1 January 1999	Documentary evidence	Refresher training as appropriate	Documentary evidence required, as appropriate
Familiarization or instruction on safety	None	Reg. VI/1, section A-VI/1, paragraph 1	All seafarers	1 February 1997	No	No	No
			Masters, officers and watchkeeping ratings	In force now	No	No	No

Certificate or training	STCW 78 certificate requirements	STCW 95 certificate					
		Requirements	Amendments apply to	Implementation dates	Certificate required	Revalidation of training required <sup>1</sup>	Revalidation of certification required <sup>2</sup>
Basic safety training or instruction	Included under chapters II, III and IV		Masters, officers and watchkeeping ratings	In force now (until 1 February 2002)	No	No	No
		Reg.VI/1, section A-VI/1, paragraph 2	All other seafarers with designated safety and pollution prevention duties	1 February 1997	No	No	No
Survival craft and rescue boats	Reg. VI/1		Every seafarer required to be certificated	In force now	Yes	No	No
		Reg. VI/2, paragraph 1	Every candidate for certification under reg.VI/2, paragraph 1  or  under 1978 regulations of chapters II and III	1 August 1998 for those who commenced approved training after that date  Until 1 February 2002	1 Appropriate certificate under chapters II and III or chapter VII, or 2 Certificate under reg. VI/1 of the 1978 Convention, or 3 Certificate under reg. VI/2	No	No
Medical first aid	None (Similar requirement under chapter II for masters and chief mates)	Reg. VI/4, section A-VI/4, paragraph 1-3	Those designated to provide medical first aid	1 February 1997 except masters and chief mates	1 STCW 95 certificate under chapter II, III or chapter VII or  2 Special certificate or 3 Documentary evidence under reg.VI/4	No	No



Certificate or training	STCW 78 certificate requirements	STCW 95 certificate					
		Requirements	Amendments apply to	Implementation dates	Certificate required	Revalidation of training required <sup>1</sup>	Revalidation of certification required <sup>2</sup>
Take charge of medical care aboardship	Reg. II/2		Masters and chief mates with STCW 78 certificates		Appropriate STCW 78 certificate	No	No
		Reg. VI/4 paragraph 2,3	Masters and chief mates with STCW 78 certificates (if designated to provide these duties)	Until 1 February 2002	Appropriate STCW 78 certificate	No	No
				after issue of STCW 95 certificate	New 1995 certificate	No	No
		Reg. VI/4 paragraph 2,3	These designated to provide these duties	1 February 1997	Special certificate or documentary evidence		
Recognition of certificates	No	Reg. I/10	Certificate issued by other Parties	1 February 2002 for STCW 78 certificates and for STCW 95 certificates issued to seafarers commencing approved training programmes or seagoing service before 1 August 1998. 1 August 1998 for STCW 95 certificates issued to seafarers commencing approved training or seagoing service on or after 1 August 1998	Endorsement of the recognizing Party to the appropriate certificate of issuing Party	No	Yes, both by the issuing Party and the recognizing Party

**Notes:** <sup>1</sup> Revalidation of training required means either updating existing STCW 78 certificates to 1995 standards or undergoing such specific training or service to continue to qualify for seagoing service.

<sup>2</sup> Revalidation of certification required means establishing continued professional competence. "

- 14 Insert new section B-V/d as follows:

*"Guidance on application of the provisions of the STCW Convention to mobile offshore units (MOUs)*

1 The provisions of the STCW Convention apply to the maritime personnel of self-propelled MOUs proceeding on voyages;

2 the provisions of the STCW Convention do not apply to non self-propelled MOUs or to MOUs on station;

3 when considering appropriate standards of training and certification when an MOU is on station, the country of registry should take account of relevant IMO recommendations. In particular, all maritime crew members on self-propelled MOUs and, where required, on other units should meet the requirements of the STCW Convention, as amended;

4 self-propelled MOUs proceeding on international voyages are required to carry safe manning documents;

5 MOUs on station are subject to the national legislation of the coastal State in whose Exclusive Economic Zone (EEZ) they are operating. Such coastal States should also take account of relevant IMO recommendations and should not prescribe higher standards for MOUs registered in other countries than the standards applied to MOUs registered in that coastal State; and

6 all special personnel employed on board MOUs (whether or not self-propelled) should be provided with appropriate familiarization and basic safety training in accordance with relevant IMO recommendations."

2 STCW Parties and all others concerned are invited to note the above and take action as appropriate.

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**ANNEX 4****DRAFT ASSEMBLY RESOLUTION  
ASSEMBLY RESOLUTIONS SUPERSEDED BY THE 1995 AMENDMENTS  
TO THE 1978 STCW CONVENTION**

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety,

RECALLING ALSO the amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, and the Seafarers' Training, Certification and Watchkeeping (STCW) Code adopted by the 1995 STCW Conference,

RECOGNIZING that the 1995 amendments to the 1978 STCW Convention and the STCW Code have superseded several existing Assembly resolutions,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its [seventy-second session],

REVOKES resolutions A.437(XI), A.438(XI), A.482(XII), A.483(XII), A.537(13), A.624(15) and A.770(18) with effect from 1 February 2002.\*

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A.437(XI) Training of crews in fire-fighting;  
A.438(XI) Training and qualification of persons in charge of medical care on board;  
A.482(XII) Training in the use of Automatic Radar Plotting Aids (ARPA);  
A.483(XII) Training in radar observation and plotting;  
A.537(13) Training of officers and ratings responsible for cargo handling on ships carrying dangerous and hazardous substances in solid form in bulk or in packaged form;  
A.624(15) Guidelines on training for the purpose of launching lifeboats and rescue boats from ships making headway through water;  
A.770(18) Minimum training requirements for personnel nominated to assist passengers in emergency situations on passenger ships.



**ANNEX 5****DRAFT MSC CIRCULAR****MSC CIRCULARS SUPERSEDED BY THE 1995 AMENDMENTS TO THE  
1978 STCW CONVENTION**

1 The Maritime Safety Committee, at its [seventy-second session (19 to 28 May 2000)], noted that the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, and the Seafarers' Training, Certification and Watchkeeping (STCW) Code have superseded several MSC circulars which had therefore become redundant.

2 Accordingly, the Committee decided to revoke MSC/Circ.143, MSC/Circ.393, MSC/Circ.472, MSC/Circ.564, MSC/Circ.579, MSC/Circ.595, MSC/Circ.619 and MSC/Circ.634 with effect from 1 February 2002.\*

3 Member Governments are invited to be guided accordingly and to bring this circular to the attention of all parties concerned.

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MSC/Circ.143 Training and qualifications of officers and crews of ships carrying hazardous or noxious chemicals in bulk;

MSC/Circ.393 Harmonized interpretation of certain provisions of the STCW Convention;

MSC/Circ.472 Guidelines on the definitions of near coastal voyages;

MSC/Circ.564 Co-operation in establishing a database of examination questions and answers;

MSC/Circ.579 Simulator training;

MSC/Circ.595 Principles and guidelines concerning drug and alcohol abuse programmes;

MSC/Circ.619 Minimum in service eyesight standards

MSC/Circ.634 Drug and alcohol abuse



## ANNEX 6

### PROVISIONAL DRAFT GUIDANCE ON THE PREPARATION AND REVIEW OF INDEPENDENT EVALUATIONS REQUIRED BY STCW REGULATION I/8 AND SECTION A-I/7 OF THE STCW CODE

1 The Maritime Safety Committee at its [...] session in [ ] 2000, agreed to the procedures necessary for the Committee to confirm that full and complete effect has been given, by the Parties concerned, to the independent evaluations required by STCW regulation I/8 and section A-I/7 of the STCW Code, as set out below.

#### **Contents of the report**

2 On completion of an independent evaluation, pursuant to paragraph 2 of regulation I/8, the Party concerned should prepare a report on the results of the evaluation for submission to the Secretary-General. The report should contain, as a minimum, the following items:

- .1 the qualifications and experience of those who conducted the evaluation pursuant to section A-I/8, paragraph 4; (e.g. certificates of competency held, experience as a seafarer and independent evaluator, experience in the field of maritime training and assessment, experience in the administration of certification systems, or any other relevant qualifications/experiences);
- .2 the terms of reference for the independent evaluation and those of the evaluators;
- .3 the results of the independent evaluation, including:
  - .1 verification that all internal management control and monitoring measures and follow-up actions comply with planned arrangements and documented procedures and are effective in ensuring achievement of defined objectives;
  - .2 a brief description of:
    - .1 the deficiencies found during the independent evaluation;
    - .2 the corrective measures recommended to address the identified deficiencies; and
    - .3 the corrective measures carried out to address the identified deficiencies.

3 In submitting the report, Parties are advised to refer to the guidance provided in section B-I/8 of the STCW Code.

#### **Action by competent persons in accordance with A-I/7 paragraph 8.2**

4 When a report is received from any Party, the Secretary-General will designate competent persons, to consider the report and provide their views on whether:

- .1 the report is complete and demonstrates that the Party has in place a quality standards system;

- .2 the report is sufficient to demonstrate that:
  - .1 the evaluators were qualified;
  - .2 the terms of reference were clear enough to ensure that the implementation of clearly defined objectives could be verified over the full range of relevant activities;
  - .3 the procedures followed during the independent evaluation were appropriate to identify any significant deficiencies in the Party's system of training, assessment of competence, and certification of seafarers, as may be applicable to the Party concerned; and
  - .4 the actions being taken to correct any noted deficiencies are timely and appropriate.

5 On completion of their consideration of the report, the competent persons shall on a confidential basis provide its view, in writing, on the report to the Secretary-General. In the event that the competent persons are unable to reach an affirmative conclusion on the criteria in paragraph 4.2 above, the competent persons should seek additional information or clarifications from the Party concerned, through the Secretary-General, to enable the competent persons to reach its conclusion.

#### **Action to be taken by the Secretary-General and the Maritime Safety Committee**

6 The competent persons shall report to the Secretary-General that the independent evaluation has been undertaken in accordance to the provisions of A-I/8 of the STCW Code by qualified persons who are not themselves involved in the activities concerned.

7 If the independent evaluation has not been undertaken as prescribed above, and/or in the case where significant deficiencies have not been rectified correctly (even when further clarifications from the Party concerned has been sought), or when no report has been submitted, the Secretary-General shall report to the Maritime Safety Committee.

8 The Maritime Safety Committee having received the report of the Secretary-General shall decide if the Party in question has satisfied the requirements of the provisions of regulation I/8 of the STCW Convention.

9 Member Governments are invited to be guided accordingly and to bring this circular to the attention of all parties concerned

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**ANNEX 7****DRAFT MSC CIRCULAR****GUIDANCE ON ARRANGEMENTS BETWEEN PARTIES TO ALLOW FOR  
RECOGNITION OF CERTIFICATES UNDER REGULATION I/10  
OF THE STCW CONVENTION**

1 The Maritime Safety Committee at its [...] session in [ ] 2000, agreed that, in establishing arrangements for the recognition of certificates under regulation I/10, a written undertaking should be concluded between the Party which is to recognize the certificates (i.e., the Administration), and the Party which is issuing the certificates to be recognized (i.e., the certificate-issuing Party). In this respect, the Committee agreed that the undertaking should, as a minimum, contain the following elements:

- .1 identification of the Administration and the certificate-issuing Party;
- .2 position, address and access information for the official in the Administration and for the official in the certificate-issuing Party who are designated to be directly responsible for implementing the undertaking;
- .3 application of the undertaking;
- .4 procedures to be followed by the Administration, subject to the consent of the certificate-issuing Party, when requesting an opportunity to visit the facilities, observe the procedures, or review the policies which have been approved or employed by the certificate-issuing Party for meeting the requirements of the STCW Convention concerning:
  - .1 standards of competence;
  - .2 the issue, endorsement, revalidation and revocation of certificates;
  - .3 record-keeping;
  - .4 standards of medical fitness; and
  - .5 communication and response process to requests for verifications.
- .5 access by the Administration to the results of quality standards evaluations conducted by the certificate-issuing Party in accordance with regulation I/8;
- .6 procedures to be followed by the Administration when verifying the validity or contents of a certificate issued by the certificate-issuing Party, and to resolve questions which may arise;
- .7 procedures to be followed by the Administration in notifying the certificate-issuing Party when it has withdrawn or revoked its endorsement of recognition for disciplinary or other reasons;

- .8 procedures to be followed by the certificate-issuing Party in promptly notifying the Administration of any significant changes in the arrangements for training and certification provided in compliance with the Convention, and the criteria to be used in determining what changes are to be considered “significant” for this purpose. At a minimum, significant changes should be understood to include:
    - .1 changes in the position, address or access information for the official responsible for implementing the undertaking;
    - .2 changes affecting the procedures set forth in the undertaking; and
    - .3 changes which amount to substantial differences from the information communicated to the Secretary-General pursuant to section A-I/7 of the STCW Code;
  - .9 termination clauses; and
  - .10 validity.
- 2 The undertaking should be signed by, or acknowledged and confirmed in writing by, an authorized official from the Administration and from the certificate-issuing Party.
- 3 This guidance is focussed on bilateral arrangements but may also be reflected in a multilateral undertaking.
- 4 Member Governments are invited to be guided accordingly and to bring this circular to the attention of all parties concerned.

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## ANNEX 8

**DRAFT AMENDMENTS TO THE FAO/ILO/IMO DOCUMENT FOR GUIDANCE  
ON FISHERMEN'S TRAINING AND CERTIFICATION**

- 1 The following chapeau paragraph to be added at the beginning of chapter 8:

“This chapter refers to the mandatory minimum requirements contained in regulations 1, 2, 3, 4, 5, 6 and 8 of chapter II of the 1995 STCW-F Convention.”;

- 2 The text in paragraphs 4.11.2 and 6.9.3 to be deleted and replaced by the text in paragraph 3.10.2 which reads:

“More guidance on the content of fire-fighting training programmes is set out in appendix 8, which should be modified to take into account the size of vessel, equipment carried and method of propulsion”.

- 3 In appendix 41, the following summary paragraph to be included:

**“Summary**

Fatigue is dangerous. It is difficult to detect and difficult to manage. Fatigued persons do not realise they are fatigued and do not react adequately to situations. They may suffer physically and mentally from a range of conditions not apparently related to fatigue. Excessively long periods without sleep produce performance effects equivalent to those produced by the use of alcohol to the legal blood alcohol limits for driving a motor vehicle in many countries. Fatigue can only be cured by sleep. Drugs and stimulants do not work. Rest without sleep is not a substitute.”

- 4 In appendix 42:

- .1 The following chapeau paragraph to be added:

“This appendix is based on requirements of the 1978 STCW Convention as amended in 1995, and modified to suit the requirements of fishing vessel personnel.”;

- .2 all references to the word ‘shall’ to be deleted and replaced by the word ‘should’; and

- .3 any reference to ‘person/s’ in charge of an engineering watch should be deleted and replaced by the word ‘person’.

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**ANNEX 9****DRAFT MSC CIRCULAR****INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION  
AND WATCHKEEPING FOR FISHING VESSEL PERSONNEL (STCW-F), 1995****Officers in charge of an engineering watch and engineering  
watchkeeping provisions**

1 The Maritime Safety Committee, at its seventy-second session (17 to 26 May 2000), having been made aware by the Joint FAO/ILO/IMO Working Group on Fishermen's Training of the absence of requirements for officers in charge of an engineering watch and engineering watchkeeping provisions in the 1995 STCW-F Convention agreed that, after the STCW-F Convention enters into force and pending the entry into force of any relevant amendments, Parties to the Convention should ensure that officers in charge of an engineering watch on fishing vessels powered by main propulsion machinery of 750 kW or more, hold at least:

- .1 a certificate of competency as second engineer officer of a fishing vessel issued in accordance with regulation II/5 of the STCW-F Convention; or
- .2 a certificate of competency as officer in charge of an engineering watch in a manned engine-room or designated duty engineer in a periodically unmanned engine-room issued in accordance with regulation III/1 or VII/1 of the STCW Convention 1978, as amended.

2 The Maritime Safety Committee recalled the recommendation in Assembly resolution A.622 (15) – Basic principles to be observed in keeping an engineering watch on board fishing vessels and urged Member Governments to implement the measures contained therein.

3 Member Governments are invited to take account of the above when implementing the requirements for officer in charge of an engineering watch and engineering watchkeeping provisions on fishing vessels under their national regulations.

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## ANNEX 10

## DRAFT WORK PROGRAMME FOR THE SUB-COMMITTEE

		Target completion date/number of sessions needed for completion	Reference
1	<b>Validation of model training courses</b> <del>content</del>	Continuous	STW 31/17, paragraph 14.4
2	<b>Casualty analysis</b> (co-ordinated by FSI)	Continuous	MSC 70/23, paragraphs 9.17 and 20.4
H.1	<b>Training and certification of maritime pilots and revision of resolution A.485(XII)</b> (in co-operation with NAV)	<del>2000</del> 2001	STW 31/17, paragraphs 4.6; MSC 69/22, paragraph 20.71
H.2	<b>IMO Standard Marine Communication Phrases</b> (co-ordinated by NAV)	<del>2000</del> 2001	STW 31/17, <del>section 7</del> paragraph 11.7
H.3	<b>Follow-up action to the 1995 STCW Conference</b> [including:]		
.1	guidance regarding recognition of certificates (regulation I/10)	<del>2002</del> 2001	STW 31/17, paragraph 5.31
<del>.2</del>	<del>review of chapter VII</del>	<del>2002</del>	
.3	clarification of STCW Convention and STCW Code provisions	2002	
.4	review of training-related resolutions and circulars with a view to revoking	2001	STW 30/13, paragraph 5.16
.5	guidance on the preparation and review of independent evaluations required by STCW regulation I/8 and section A-I/7 of the STCW Code, <del>including possible action by the Committee</del>	2001	STW 31/17, paragraph <del>5.12</del> 5.30 <del>MSC 71/23, paragraph 20.55.1.1</del>
<del>.6</del>	<del>guidance on arrangements between Parties to implement regulation I/10</del>	<del>2000</del>	<del>MSC 71/23, paragraph 20.55.1.2</del>

		<b>Target completion date/number of sessions needed for completion</b>	<b>Reference</b>
	<del>.7 guidance on maintenance of records relating to basic training</del>	<del>2000</del>	<del>STW 30/13, paragraph 5.24; MSC 71/23, paragraph 20.55.1.3</del>
<b>H.4</b>	<b>Follow-up action to the 1995 STCW-F Conference</b> {including:}		STW 29/14, paragraph 8.6
	<del>.1 guidelines and recommendations based on the STCW Code specifically addressed to personnel on fishing vessels, including:</del>	<del>2000</del>	<del>STW 30/13, paragraphs 6.2 and 6.3</del>
	<del>— watchkeeping; and</del>		
	<del>— prevention of fatigue (resolution 3)</del>		
	<del>.2</del> 1 guidance on training, certification and watchkeeping standards for fishing vessel personnel serving on board large fishing vessels (resolution 6)	<del>2000</del> 2001	STW 31/17, paragraph 7.11
	<del>.3</del> 2 requirements for officers in charge of an engineering watch and watchkeeping provisions (resolution 7)	<del>2000</del> 2001	
	<del>.4</del> 3 clarification of STCW-F Convention requirements	Continuous	
<b>H.5</b>	<b>Unlawful practices associated with certificates of competency</b>	<del>2000</del> 2001	STW 31/17, paragraph 6.15; MSC 71/23, paragraph 20.55.2
<del>H.6</del>	<del>Medical standards for seafarers</del>	<del>2000</del>	<del>MSC 69/22, paragraph 20.72</del>
<b>L.1</b>	<b>Development of guidelines for ships operating in ice-covered waters</b> (co-ordinated by DE)	<del>2000</del> 2001	STW 31/17, paragraph 13.2 MSC 71/23, paragraph 20.43



		<b>Target completion date/number of sessions needed for completion</b>	<b>Reference</b>
L.2	<b>Development of requirements for training in ballast water management</b>	2001	STW 30/13, paragraph 12.3; MSC 71/23, paragraph 20.55.3
L.3	<b>Development of guidance on training in the use of ECDIS</b>	<del>2000</del> 2001	STW 31/17, paragraph 9.3 MSC 71/23, paragraph 20.55.4
L.4	Review of implementation of chapter VII	2002	STW 31/17 paragraph 14.4

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**ANNEX 11**

**DRAFT PROVISIONAL AGENDA FOR STW 32**

Opening of the session

- 1 Adoption of the agenda
- 2 Decisions of other IMO bodies
- 3 Validation of model training courses
- 4 Training and certification of maritime pilots and revision of resolution A.485(XII)
- 5 Follow-up action to the 1995 STCW Conference
- 6 Unlawful practices associated with certificates of competency
- 7 Follow-up action to the 1995 STCW-F Conference
- 8 Casualty analysis
- 9 Development of guidance on training in the use of ECDIS
- 10 IMO Standard Marine Communication Phrases
- 11 Development of requirements for training in ballast water management
- 12 Development of guidelines for ships operating in ice-covered waters
- 13 Work programme and agenda for STW 33
- 14 Election of Chairman and Vice-Chairman for 2002
- 15 Any other business
- 16 Report to the Maritime Safety Committee

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**ANNEX 12****DRAFT MSC CIRCULAR****IALA STANDARDS FOR TRAINING AND CERTIFICATION OF  
VESSEL TRAFFIC SERVICE (VTS) PERSONNEL**

1 The Maritime Safety Committee, at its seventy-second session (17 to 26 May 2000), recalled that the 1995 Conference of Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers adopted resolution 10 which invited the Organization to consider developing provisions covering *inter alia* the training and certification of vessel traffic service personnel.

2 The Committee also recalled Assembly resolution A.857(20), Guidelines for vessel traffic services which includes guidelines on recruitment, qualifications and training of VTS operators.

3 The Committee, having noted the development by IALA of Recommendation V-103 and its associated model courses:

- |         |                     |
|---------|---------------------|
| V-103/1 | VTS Operators;      |
| V-103/2 | VTS Supervisor; and |
| V-103/3 | On-the-job training |

invited Member Governments, pending the development by the Organization, of additional provisions covering the training and certification of vessel traffic service personnel, to bring the IALA Recommendation and model courses to the attention of their VTS authorities when considering the training and certification of VTS personnel.

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